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INSIDE


**RC213V-S
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We go under
the fairing!



**WORLD WAR
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SPEED!**

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books in the 1930s



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335 km/h: at that speed, you're just a passenger, along for the ride

We take Kawasaki's insanely powerful H2R to Phillip Island and scare the socks (plus other bits!) off some Superbike riders, we track the Aussie riders at the awesome Isle of Man, get a steer of a current Ducati WSBK racebike and the meanest, fastest, biggest Aprilia V4 Tuono.

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ed's desk

KELLIE BUCKLEY

Insane

"WELL?" READ THE message I sent to Youngy on the evening of his test of the H2R at Phillip Island. I was interstate and itching to know how it went. His response was short, but I got the idea: "In. Sane." Later he said, "I saw 335km/h on the speedo."

Think about that. That's fast. It's 9km/h faster than the fastest world superbike contender was clocked at Phillip Island this year. It's only 11km/h slower than Marc Marquez recorded top speed during qualifying at last year's Australian round of the MotoGP. And this is on an off-the-shelf bike that you or I can buy!

And I'm not talking huge money either. Marc Marquez' MotoGP bike would burn a \$1.5 million dollar hole in your pocket, if you could even buy one. Honda's recently released road-going MotoGP replica (which, by the way, you'll find an in-depth launch feature on in this issue) will set you back a quarter of a million bucks. Even the handmade yet supremely exclusive PGM V8 will cost you a couple of hundred grand.

The price of well over three hundred kays an hour from a production bike is about half of what you need for a house deposit in Sydney these days. The H2R retails for \$60k – It's not a lot of money when you compare it to any of its contemporaries capable of getting anywhere near matching its performance.

If you haven't already, go to www.amcn.com.au and watch the video of Youngy on this thing at the Island. I've seen plenty of on-board footage at that circuit in my time, but you really get a unique sensation of just how fast this thing is.

The most insane thing of all is that Youngy reckons it's capable of plenty more, too. With the right set-up, a fresh rear tyre and a tweak to the ECU settings, he says he can go even faster down Phillip Island's straight. And if the stars align, that's exactly what we're going to do. Now that's insane.

KEL BUCKLEY

"Not a lot of money when you compare it to any of its contemporaries capable of matching its performance"



the know

IT HAPPENED SINCE LAST ISSUE

MT-07 Tracer sports-tourer spied

BUSTED!

GIVEN THE DEVELOPMENT path of Yamaha's enormously-successful MT-09 and its conversion into the sports-touring Tracer model, it's no surprise the same treatment is being given to the smaller, parallel twin-cylinder MT-07.

These new spy pictures reveal a prototype MT-07 Tracer, but it's not known if it will carry over the bigger bike's name or get a name of its own.

Like the MT-09 Tracer, for the MT-07 version Yamaha has taken the base naked model and added a new nose fairing, side panels, seat and a high, touring windscreen to add a hint of adventure bike about its stance. It will not only rival bikes like Kawasaki's Versys but also take a bite from the market of Honda's CB500X and NC750X models.

The engine, frame, fork and wheels all appear to be carried over directly from the stock MT-07, along with the tubular steel chassis and non-adjustable suspension.

One thing we do know is the prototype is fitted with a new swingarm. The raw aluminium finish suggests the swingarm is very much a prototype part, and it appears to raise the rear

end and perhaps increase the wheelbase a fraction.

In terms of styling, Yamaha's disguise – which appears to be made of bubble-wrap and duct tape – does a good job of hiding the details, but it's clear the bike has new side panels covering the edges of the radiator, along with a fixed half-fairing. This is designed to run back into the fuel tank and means the instruments can be moved from the top yoke to inside the fairing.

The headlights look like they're taking their cues from the latest YZF-R1, tucked into the fairing so they don't dominate the look of the bike, but they could gain more emphasis later in the bike's development if they gain Perspex covers like the ones on the MT-09 Tracer.

There's a hint of a triangular dummy air intake under the tape disguise between them, which would again be in-line with MT-09 Tracer's design.

While the screen isn't fitted in the pictures, the arms that will hold it in place are clearly visible and suggest it will be adjustable, like the one on the MT-09 Tracer.

Further back, the new seat

Test dummy: Yamaha do actually expect its bikes to carry a passenger



unit is again bubble-wrapped so it's impossible to gauge its shape, but an MT-09 taillight is visible and it appears that the pillion pegs are lower than on the stock MT-07, adding to the bike's passenger comfort. The rider's position also looks

revised, with higher bars than the stock MT-07.

Given the lashed-up looks of the prototype, it's possible that some of these components are simply there for testing purposes and will be replaced by unique parts when the bike

Full-blooded **MT-07** gets power while LAMS model gets ABS

YAMAHA HAS ANNOUNCED a full-powered version of its parallel twin-cylinder MT-07 nakedbike is now on sale in Australia.

Classified as the High Output or MT-07HO model, the unrestricted 689cc MT-07 produces 55kw of power and 68Nm of torque

compared to the 655cc LAMS MT-07 which delivers 38.8kW and 67.5Nm.

Yamaha also announced the LAMS MT-07 is now fitted with ABS as standard.

The new unrestricted non-ABS MT-07 is arriving in local

showrooms in Race Blu only with a \$9999 (+ORC) price tag. The new ABS-equipped LAMS MT-07 is available in the existing White, Matt Grey and Deep Armour colours, as well as a new Extreme Yellow paint scheme.

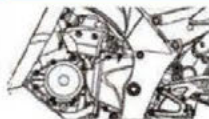
It retails for \$9599 (+ORC).

ALSO IN THIS ISSUE

PANIGALE R F15

We sneak a few laps on Chaz Davies' WSBK racebike at Imola

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TWO-CLUTCH BOX

More MotoGP technology set for roadbikes: seamless shifting, here we come?

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MT stable

Between the MT-03s, MT-07s and the MT-09s there's now six MT variants



reaches production.

However, given the modular style of the MT range and Yamaha's desire to keep costs down, it's likely the firm plans to share as many parts as it can between the models.



Under the camo, this is a new Husqvarna

Husky Vitpilen to get multiple engines

125cc and 200cc models to join 373cc version

DESPITE THE KTM-BRANDED rider and lashings of orange paint, this spied prototype is actually an early mule for the forthcoming Husqvarna Vitpilen which was unveiled by the company as a concept bike last year.

The Vitpilen and its sister bike, the scrambler-style Svartpilen (meaning white arrow and black arrow), are both already confirmed for production, with the concept versions heavily based on KTM's Duke 390. However, these new spy pictures of the bikes testing in Spain reveal prototypes fitted with the smaller 125cc and/or 200cc single-cylinder engine, as well as the 373cc motor from the Duke 390. This proves Husqvarna is getting back into the road bike game and it's going to have a whole range of KTM-based models on offer.

Given the bikes are mechanically identical to the

small KTM Dukes – with the same engines, frames and WP suspension – it makes sense all three capacities should be offered by Husqvarna.

The cosmetic differences with the Husqvarna are dominated by the long, flat, motocross-style seat, along with its one-piece tank and tail bodywork, both of which appear to be hiding under the camouflage on this prototype. This suggests the final version will look a lot like the concept bike.

The KTM wheels on the test bike will be swapped for wire wheels on the production version, and the headlight will also be a more traditional round design.

Where the concept version of the Vitpilen had no tail light, indicators, mirrors or licence plate hanger, all of those things are clearly needed for a production version. Husqvarna



has attempted to retain the short-tailed look of the concept by using a long extension at the back to hold the light and plate in place.

Expect to see the final versions appear at the major bike shows towards the end of the year, although the production machines are expected to be classed as 2017 models, going on sale late in 2016.

COLUMNS

OLD'S COOL AT THE IOM TT

On why it's better to be of a certain age

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SPORT STARTS PAGE 97

MASTER CLASS

Lorenzo breaking records on the way to a unstoppable dominance



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New **Speed Triple** and **R** spy pics

2016-spec an evolution, not a revolution



AMCN'S EURO-BASED SNAPPER has captured Triumph's 2016-spec Speed Triple and Speed Triple R on final tests before they're launched later this year.

Although we've seen spy pictures of the new Speed Triple before, this is the first glimpse of the R version and the first time we've had a proper look at the new headlights that replace the unloved design on the current model. The redesigned lights are more rounded than the existing ones, harking back to the units on older-generation

Speed Triples without going for a retro look.

Above the lights sits a new cowl incorporating a non-functional air intake, while the rest of the bike's plastics are also new, including the side panels, seat and belly pan. And the end cans have been reshaped, with new heat shields visible on the R version. The base model will get the same exhaust parts but they're missing on the prototype in our spy shots.

Mechanically, both the base model and the R carry over the current chassis and

suspension – Showa for the stock bike, Öhlins on the R – but use a redesigned version of the ageing 1050cc three-cylinder engine. New clutch and alternator covers with the latest triangular Triumph logo are easy to spot, but more important is the reshaped exhaust manifold and repositioned catalytic converter. These are both parts of a series of mods designed to optimise the engine to meet future emissions regulations and ensure that production can continue for many years. The bike is also understood

to have electronic throttles as part of a redesigned injection system which will allow Triumph to add a package of extras including traction control and multiple riding modes. However, it appears that earlier plans to add keyless ignition have been dropped, since a conventional key is clearly visible in some of the pictures.

Despite these extensive mods, the engine's power output is expected to stay largely unchanged.

Detail modifications include new mirrors mounted on the

Speed Triple R



Speed Triple



Did you know?

AMCN's road test editor Paul Young was the Triumph development rider for the 2008 re-launch of the Speed Triple

bar ends and the adoption of the Brembo brake calipers from the current R version on the base model. And ABS is expected to become standard equipment on all Triumphs.

The Speed Triple is set to be one of the side attractions to Triumph's 2016 model launch, which is expected to be dominated by the all-new Bonneville that's been busted on test by AMCN several times already. Many of the Speed Triple's engine tweaks are also likely to be carried over to the 2016 version of the Tiger Sport.

BEN PURVIS



Surf's up for BMW

BMW HAS TAKEN its R nineT model to the beach and given it a Surfer Sam makeover.

While the Concept Path 22 is said to be a concept, it's really little more than a preview of the soon-to-be-announced production R nineT Scrambler.

Interestingly, the USD fork on the R nineT has been replaced with a standard fork on the Concept Path 22 and the Monobloc Brembo brakes have been replaced by units from a lower shelf. These moves

by BMW indicate the R nineT Scrambler may retail at a lower price than the existing model when it's released.

It is believed designer Roland Sands has been working with BMW on the new R nineT Scrambler and the RSD logo is clearly visible on the boxer twin engine of the Concept Path 22.

The curious mixture of scrambler styling and surf culture was unveiled ahead of the recent Wheels and Waves custom bike festival held in the French surf

coast town of Biarritz.

The scrambler styling of the custom R nineT comes via a high-set exhaust and dual-purpose tyres, while the surf culture inspiration is evident in the paint scheme and surfboard carrier system.

There's little chance the surfboard carrier will appear on a production model, but elements such as the dual-purpose tyres, scrambler-style exhaust and digital dash all look set to feature on the road-going version.

What's new

1. HEADLIGHTS

Harking back to the rounder, old-generation units

2. BODYWORK

Front cowlings featuring, side panels, seat and bellypan

3. EXHAUST

Reshaped with new heat shields

4. DONK

Revised 1050cc three-cylinder engine

5. CHASSIS

Will be the same for both models

6. SUSPENSION

Showa on the base model, Öhlins on the R

7. ELECTRONICS

Traction control with the introduction of RBW as well as switchable engine mapping

CFMoto 650NK Revamp

CFMOTO HAS LONG been at the forefront of Chinese bike manufacturers wanting to compete against the established big-capacity brands, and these new leaked CAD/CAM images reveal it's about to revamp its parallel twin 650NK.

Looking remarkably like the recently released 150NK single, the new-look 650 appears to carry over the existing bike's tubular steel frame and parallel twin engine, both of which were clearly originally inspired by the Kawasaki ER-6n, right down to sharing an identical 83mm bore and 60mm stroke as well as the same 11.3:1 compression ratio. Even the wheelbase and seat height of the original 650NK were both within 5mm of the ER-6n.

Although it is mechanically similar to the outgoing bike, the new version appears to be getting a far sharper look and has a family resemblance to the new-for-2015 150NK, which was itself styled by KTM's

The new 650NK follows closely in the tracks of its predecessor



favoured designers at Kiska.

While the 650NK's engineering can be compared to the Kawasaki ER-6n, the bike's performance is in a lower division: only 45kW compared to the 53kW that Kawasaki manages to squeeze from its virtually identical engine. That's no stumbling block in Australia, however, where the current 650NK is marketed in LAMS form producing 41.5kW.

The limited spec changes include different wheels and,

for the first time, ABS brakes – something CFMoto will need to fit to all its large-capacity models in the next year or so if they're to remain on sale in Europe.

The new 650NK is just one part of a revamp of the CFMoto range. A redesigned version of the 650TK tourer has already appeared in police-spec in China and is on the verge of release. A dual-sport 650AK is also scheduled to appear at the end of 2015.

BP



Join the warmth ride

Saddle-up for the jacket ride-out

THE DISTRIBUTION phase of the annual AMCN Winter Jacket Drive traditionally kicks off at the Sydney Homeless Connect event at the Sydney Town Hall.

However, there's a section of Sydney's homeless community who are unable attend this event. We don't want to see these people having to be cold this winter, so Mission Australia and AMCN is holding the inaugural Warmth Ride and we'd like to invite anyone who has a motorcycle jacket to donate to join us and see first-hand how their generous offer assists someone doing it rough on the streets.

On Friday, 17 July at 10.30am the team from Missionbeat Sydney will lead the ride from Victory and Indian Motorcycles at 554 Parramatta Road in Ashfield, to Woolloomooloo.

On arrival, participants can help Missionbeat distribute some jackets ahead of the Sydney Homeless Connect on Tuesday, 21 July.

No registration is required, just roll up at the Victory and Indian Motorcycle dealership on Parramatta Road at Ashfield from 9am on Friday, 17 July, enjoy a cup of tea or coffee with dealership staff and prepare for a 10.30am departure.



AMCN's jacket wrangler Karl Blatch has been out and about, letting people know Paul from Southern Highlands Motorcycle Centre and Will from the Robertson Pie Shop can accept donations



Got a jacket to donate?

In person

Check out amcn.com.au for a full list of jacket drop-off points

By mail

Mail your jacket directly to Mission Australia:
PO Box 211, Goulburn, NSW, 2580, or **drop it in** to Gassit HQ, 73 Atherton Road, Oakleigh, Victoria

Mobile drop-off point

On Saturday, 18 July between 10am and 12 noon, AMCN and Mission Australia will be at the

Robertson Pie Shop, located at the top of Macquarie Pass, collecting jackets in person.

Shannons branches Queensland

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South Australia

863-865 South Road, Clarence Gardens, SA, 5039

Victoria

321 Warrigal Road, Cheltenham, Vic, 3192

New South Wales

65 Reserve Road, St Leonards, NSW, 2065

Western Australia

152 Burswood Road, Burswood, WA, 6100

ACT

Unit 20, 2 Yallourn Street, Fyshwick, ACT, 2609

Tasmania

337-341 Arygle Street, North Hobart, Tas, 7000

Northern Territory

Hidden Valley Motor Sports Park, Hidden Valley Road, Berrimah, NT, 0828

Indian Motorcycle Dealerships

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554 Parramatta Rd, Ashfield NSW

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544 Elizabeth Street, Melbourne VIC

Brisbane

632 Wickham St, Fortitude Valley QLD

Southern Highlands Motorcycle Centre

214 Old Hume Highway, Mittagong NSW, 2575

Robertson Pie Shop

4400 Illawarra Highway, Robertson NSW, 2575



Blessed are the Bike Riders

FOLLOWING THE SUCCESS of last year's event, the South Gippsland inline 4 Café at 96 Ridgeway St Mirboo North in Victoria will host its second annual Blessing of the Bikes on Saturday, 10 October starting at 9am.

Last year's gathering saw more than 2000 motorcycles blessed during a non-denominational service conducted by Pastor David Holt. This year, Pastor Holt

will be joined by Reverend John McMahon. The family day will also include bike displays, live music and safety talks by the Bass Coast Highway Patrol.

Event organisers are anticipating more than 5000 motorcycles will attend this year to be blessed, so they are offering a limited number of camping spots to those wanting to make a weekend of it.

For more information head to the inline 4 Café web page.



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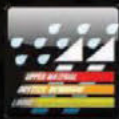
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The name Path 22 used on the new BMW scrambler concept refers to a secret surf spot on the coast of southern France. Access is marked by the number 22.

155 Years in the making

In August 1860, famous explorers Burke and Wills set off from Melbourne, Victoria to explore the great unknown north of Cooper Creek, South Australia. This August an adventure ride will follow their wheel tracks for 10 days, covering 3600km to the Gulf of Carpentaria. The ride is open to all adventure and enduro motorcycles. For further information head to www.maschine.com.au.



Bathurst's second circuit

Bathurst Council has reportedly exchanged contracts for a 32-hectare parcel of land, paving the way for a second Bathurst circuit to go to the design and planning stage early in the new financial year. The purchase will see council control land on the eastern side of the circuit.



HOG at the 'Gong

The picturesque city of Wollongong has been selected as the location for the inaugural Harley Days event to be held 28-30 October, 2016. Harley Days is open to all HOG and non-HOG members and is expected to attract owners from all around Australia. The event will also be the location for the 25th National HOG Rally.



Out of Gas Gas

Spanish trials and enduro bike manufacturer Gas Gas has filed for bankruptcy and a trustee has been appointed as it searches for an investor to save 100 jobs. Gas Gas suspended production in January while it worked on restructuring debts believed to be €20 million (\$29m). Gas Gas was founded in 1985 by two of Spain's top enduro riders, Narcis Casas and Josep Pibernat.



Rent & Ride

Three of Australia's largest motorcycle tour and rental operators have made it easier to get advice, rental bikes, tours and support. BikeRoundOz has joined forces with Bikescape and Compass Expeditions to form a central booking centre with collection and drop off points Australia wide. Check it out at www.bikeroundoz.com



Out with it!

"Besides its phenomenal acceleration, the H2R's feature which left me with the biggest impression was its..."

Feature starts page 38!

Awesome old buggers

The inaugural World GP Legends event at Jerez saw a grid full of stars, including Wayne Gardner, Freddie Spencer and Kevin Schwantz take to the track on classic machinery

Scrambling Germans

The BMW Concept Path 22 scrambler looks set to go into production. Scrambler-style bikes are making a huge comeback both as customised one-shots and production models



Hot & Not

AMCN'S THERMOMETER



Power not everything

Too much emphasis has been placed on the power output of the Honda RC213V-S. Look past the numbers and find a true MotoGP bike for the road

Yikes Peak!

The RSD-designed Victory Pikes Peak racer suffered a huge crash in practice. The rider's okay, but Kel's on her way over to test ride it!

word on the street

Yes we do

"Kel, there are currently 28 motorcycles in the warehouse and I'm pretty sure we don't need all of them"

Bauer's Finance guy



Round about

"105 laps today in testing, trying to improve myself. Hard work brings results"

Scott Redding



Road manners

"What an experience it was riding the world famous TT course yesterday"

Tom Sykes



DUCATI 101

GET YOURSELF AN EDUCATION

Ducati 101 is back for another exciting year!

Are you new to the world of motorcycling or want to get back into it? We'll get you up close to the Learner Legal Monster 659! During Ducati 101 we will take you through the basics of motorcycling; from picking up a bike to general motorcycle riding tips, service and accessories. Let us introduce you to the world that is Ducati! Bring your friends and mark it in your calendar as the day you start (or restart) your riding journey!

NEW SOUTH WALES

Fraser Motorcycles Wollongong

Wednesday, 22nd July 2015, 6:30pm
11-13 Princes Highway, Fairy Meadow
RSVP 02 4283 0800

Fraser Motorcycles Sydney City

Wednesday, 12th August 2015, 6:30pm
52-54 William Street, East Sydney
RSVP 02 8333 7888

North Coast V-Twins

Sat, 8th August 2015, 2:00pm - 4:00pm
1 G.D.T. Seccombe Close, Coffs Harbour
RSVP 02 6650 4200

Fraser Motorcycles Newcastle

Wednesday, 12th August 2015, 6:30pm
137 Lambton Road, Broadmeadow
RSVP 02 4935 9800

Fraser Motorcycles Sydney

Wednesday, 12th August 2015, 6:30pm
153-165 Parramatta Road, Concord
RSVP 02 8741 3000

Sydney City Motorcycles

Thursday, 10th September 2015, 6:30pm
1A Epping Road, Lane Cove
RSVP 02 9900 8000

QUEENSLAND

Motolife - Townsville

Saturday, 1st August 2015, 8:00am
77 Charters Towers Road, Hermit Park
RSVP 07 4412 6900

Brisbane Motorcycles

Wednesday, 5th August 2015, 6:00pm
205-209 Lutwyche Road, Windsor
RSVP 07 3357 4333

NORTHERN TERRITORY

NT Motorcycle Centre

Wednesday, 12th August 2015, 6:30pm
637 Stuart Highway, Berrimah
RSVP 08 8939 0390

VICTORIA

Fraser Motorcycles Melbourne

Wednesday, 5th August 2015, 6:30pm
590 Elizabeth Street, Melbourne
RSVP 03 8341 2900

Mornington Motorcycles

Friday, 11th September 2015, 6:00pm
185 Mornington Tyabb Rd, Mornington
RSVP 03 8341 2900

TASMANIA

Sportsrider Motorcycles

Friday, 11th September 2015, 6:00pm
31-33 Tamar Street, Launceston
RSVP 03 6331 9913

SOUTH AUSTRALIA

Italian Motorcycles

Tuesday, 28th July 2015, 6:30pm
29-31 Magill Road, Stepney
RSVP 08 8130 0700

WESTERN AUSTRALIA

Fraser Motorcycles Perth

Wednesday, 19th August 2015, 6:30pm
47 Walter Road, Dianella
RSVP 08 9370 9000



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ducati.com.au



Powered twin-clutch transmission

Yamaha has added electrics to its gearbox to create a seamless shift

SEAMLESS GEARSHIFTS ARE

the current cutting edge of MotoGP technology. As with everything which helps Rossi and Co go faster on the track, the technology is being targeted to make the leap into production machines in the not-too-distant future.

But while the systems in a MotoGP racer only need to last a race weekend before they can be stripped, checked and rebuilt, components in a production motorcycle will need to endure almost endless kilometres. The challenge for manufacturers is how to offer its road-bike customers a durable system which can mimic those fitted to a MotoGP bike.

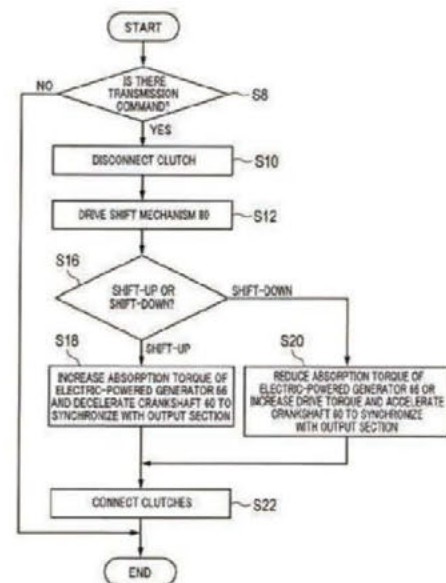
A recent Yamaha patent reveals the company is well on the way to developing a road-going seamless transmission, using technology that's arguably more advanced than the race bikes, allowing even the clumsiest gearshift to be perfect.

At the moment there's no official word on when the Yamaha seamless gearbox will be ready for production, but it's been under development for several years and now can't be far from readiness.

What's clever about it?

Yamaha has been developing its twin-clutch, road-going gearbox to give seamless changes to production bikes. It's unlike the MotoGP transmission, which uses a single clutch because twin clutches are banned. The Yamaha design is more like Honda's DCT, but where Honda uses two clutches on one side of the transmission, the Yamaha design puts one clutch on either end, each taking its drive directly from the crankshaft and attached to its own half-length input shaft. One clutch is responsible for first, third and fifth gear, while the other looks after second, fourth and sixth. This allows two gears to be engaged at once and shifting gear is simply a case of disengaging one clutch and engaging the other.

Will a software flow-chart soon be part of Yamaha's YZF-R1 gearbox?



Clever electronics

The trick to making a seamless gearbox system, is the dual clutch system needs to be able to determine which gear you'll be shifting to next. This is done using a combination of throttle and brake position sensors, speed sensors and clever pre-programming to make the calculation. This allows it to always have the appropriate next gear pre-engaged, ready when you decide to shift. Or, if you're feeling lazy, it could do the shifting itself.

How Yamaha's system differs from Honda's is that it adds a hybrid electric element to the design to make the shift even smoother.

The system is being developed to work with either push-buttons on the bars or a conventional foot-operated gear lever.

Electric assistance

As well as the smart transmission, Yamaha's system also features an electric motor and generator attached to the bike's crankshaft and wired into its gearshift management brain. The electric motor works with the gear shift system to alter the speed of the engine crankshaft during gearshifts.

On up changes, instead of reducing revs and slipping the two clutches to suit the next gear, the generator will add extra load to the crank to sharply slow it down to exactly the right speed for the next gear. Conversely, on downshifts the electric motor will boost the crankshaft's speed, upping the revs to match the transmission and helping to control engine braking.

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The year was...

001992

Romper Stomper is released, Paul Keating is PM, Lang Hancock dies and his widow Rose Porteous is fined for forging a prescription. Dr Victor Chang's murderers are tried, convicted and sent down for 20 years. One- and two-cent coins are taken out of circulation.

How much?

Reduced from \$269.95, these traditional Brando-style rebel jackets were from RJays Leathers.



Era tech

Remember when Nokia ruled the mobile phone world? Well one of the bricks for that empire was laid down in 1992 when the Finnish company released the 1011, the first mass-produced GSM phone.

Measuring 195 x 60 x 45mm, the Candy Bar, as it was dubbed, could hold up to 99 numbers, featured a pull-out antenna and a two-line screen. That's right, it didn't even come with snake. But it did come with text messaging: C U L8R, Nokia.

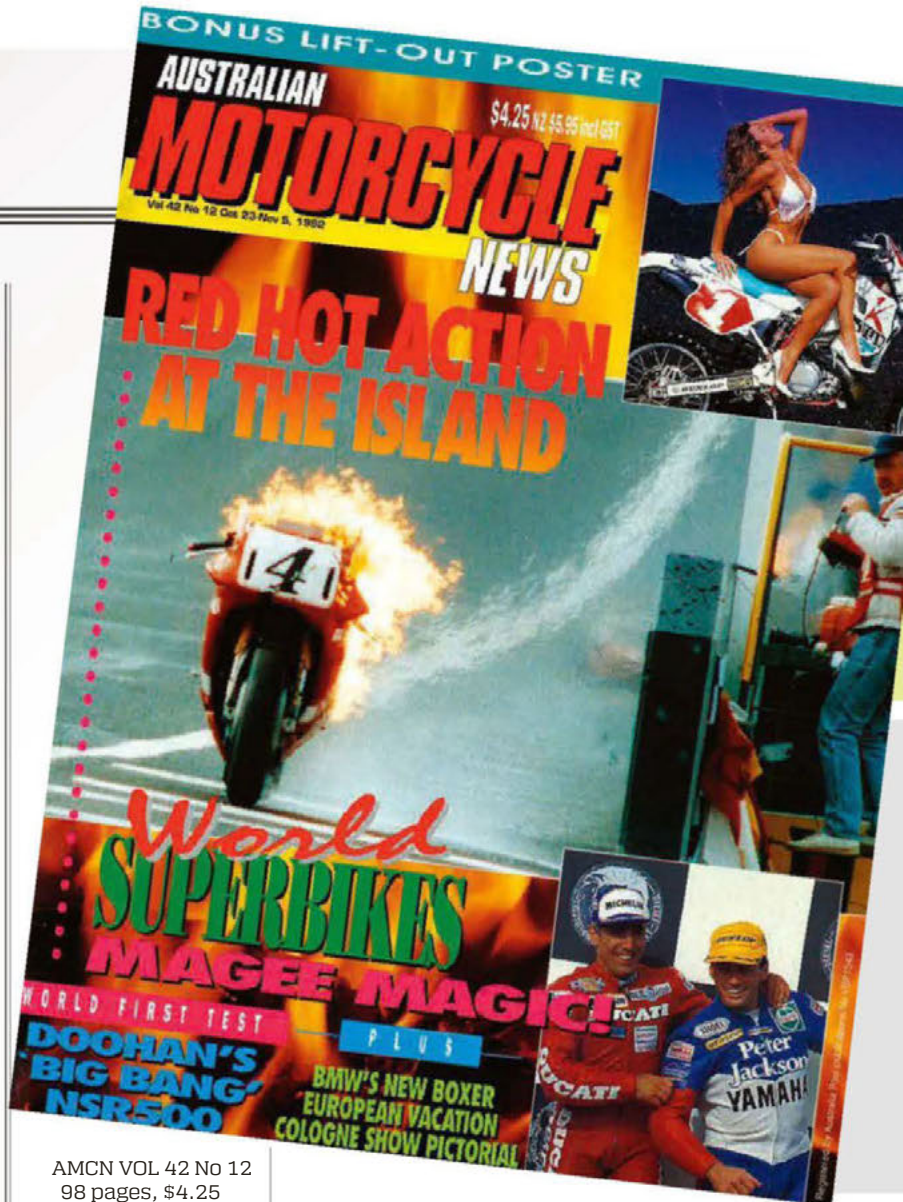


Round the traps

News LA was burning in the aftermath of the Rodney King trial and race relations were also in the news here with the landmark Mabo case.

Sport Kieren Perkins claimed Australia's only gold medal in the pool at the Barcelona Olympics, smashing the 1500m freestyle record.

Music Nirvana and Pearl Jam grunged up the charts and inspired three Newcastle boys to form their own band, first called the Innocent Criminals, later changed to Silverchair.



AMCN VOL 42 No 12
98 pages, \$4.25

On sale

Oct 23 - Nov 5, 1992

Editor: Ken Wootton

COVER

This issue was almost too hot to handle with fireballs on Phillip Island and poster model Marieke trying out Frank Bonfadini's KTM300 for size.

There was more eye candy on offer inside: pics from IMFA Cologne and details of the new BMW R259 boxer. Smokin'!

He said that?

The Woose on tour...

"The needle was resting on a steady 100 as I pressed on southwards... After about 5km it dawned on me — the speedo was in *miles per hour*, and not km/h. With a speed limit on British motorways of 70mph, no wonder I thought the Poms were slow!"

ERA AD

"I can only wonder what took me so long to change to LAZER," said former world Superbike legend Robbie Phillis in this ad. Lazer is still making helmets, but it is yet to re-release this classic design.



News

Honda MPE held its national dealer conference in Alice Springs and showed off the soon-to-be-relaunched GL1500 Wing featuring a reverse gear, cruise control and AM/FM radio/cassette, all for \$23,000.

The \$14,000 ST1100 was also on display. ABS and traction control were not included as the cost was considered prohibitive.

Dealers were invited to ride in to the event. Employee of the month went to NSW Manager Ian Juster, who arrived from Sydney on a VT250 Spada.



Sport

➔ Suzuki pulled off the coup of the year when it signed Alex Barros for the 1993 season. He went on to score his first 500cc win at the one-off FIM GP in Spain.

➔ Eddie Warren won round three of the Australian Supercross championships where Craig Dack also made his Aussie swansong.

➔ Carl Fogarty and Terry Rymer and the Team Kawasaki France ZXR-7 won the Phillip Island six-hour endurance race – and clinched the World Endurance Championship – in savage conditions. “I’ve been in less water on a jet-ski,” one racer said.

Bike Test

HONDA NSR500

- ➔ Engine 499cc
- ➔ Power Over 175ps @2500 rpm
- ➔ Torque Not given
- ➔ Gearbox Six-speed extractable
- ➔ Weight 131kg (dry)
- ➔ Fuelling 4x dual-body Keihin 36mm with electronic power-valve sensor

In 1992, the NSR500 hit the 500cc GP scene and Mick Doohan used it to rip his rivals a new one. Alan Cathcart's verdict? “The arrival of the ‘big bang’ engine format on the 1992 NSR500 is one of the most significant steps ever made in the evolution of the two-stroke racing motorcycle.”



“I haven’t been trail riding for a while and thought I’d go out into the grass and have a look” – Kevin Magee explains his practice crash

1992 World Champions standing after 13 of 13 Rounds

125cc	Alessandro Gramigni
250cc	Luca Cadalora
500cc	Wayne Rainey

SEQUENCE OF THE ISSUE



1. In the World Superbike Championship race at Phillip Island, Belgian rider Stephane Mertens was leading race two when he veered wide, hit a patch of water and went into a vicious tank slapper.
2. Despite trying bravely to control his Ducati, he eventually had to let go for an ugly landing...
3. ...and heavy impact with his bike and the pit wall. Amazingly he walked away with only a dislocated shoulder.
4. The bike followed Stephane into the pit wall, burst into flame and rolled on.
5. While the bike burned, Kevin Magee lit up the track. After winning race one, he was narrowly beaten by Raymond Roche in the second leg.



In 1968 Yamaha released the DT-1, a production motorcycle for the dirt and the street. The BMW F800 GS is its modern-day middleweight dual purpose equivalent. We put these two head to head in our upcoming adventure issue

Head to head



PGM 2.0L V8

When you're a talented engineer working for MotoGP and World Superbike teams, what do you do with your down-time? If you're Victorian Paul Maloney, you whittle away the hours designing your own dream bike – a V8-powered motorcycle. Like Drysdale, Maloney's early designs featured a smaller engine, in Paul's case it was two ZX-7RR engines to make a 1500cc power unit. When the 2004 YZF-R1 was released, the opportunity to build a 2000cc V8 engine was just too much to resist.

What's it got

The 90-degree V8 engine is made up of two YZF-R1 cylinder blocks for a capacity of 1996cc. The 2004 YZF-R1 cylinder head design features a DOHC and five valves per cylinder. Fueling is handled by a Motec M130 ECU and 8 x 45mm Mikuni throttle bodies. Power runs through a six-speed gearbox. Suspension is Öhlins front and rear with a fully adjustable 48mm USD fork up front and a fully adjustable Öhlins TTX36 monoshock at the rear. Pulling up the big V8 is the job of twin GP4, four-piston Brembo Monobloc calipers clamping 320mm discs and a two-piston caliper with a 220mm disc at the rear.

Fuel capacity is 16.5 litres.

Geometry

Frame: Chro-moly tubular steel trellis. Rake: 26°. Trail: 107mm. Length: 2150mm. Wheelbase: 1550mm. Seat height: 840mm. Weight: 230kg (wet). Wheels: Forged aluminium (17 x 3.5 front and 17 x 6.0 rear).

Performance

Power: 249kW @ 12,800rpm
Torque: 214Nm @ 9500rpm
Compression ratio: 13:1, Bore & stroke: 77mm x 54mm, Top Speed: pick a number

Price

\$228,000

Why these two?

Ian Drysdale's V8-powered creation has featured in our Head to Head previously, but we couldn't resist the temptation to put it head to head with something of the same ilk – Paul Maloney's PGM V8. Both engineers hail from Victoria – must be something in the water.

Did You Know?



The PGM V8 is fitted with a custom-made Akrapovič exhaust system. A carbon fibre silencer is supplied for street use but new owners also receive a free-flowing MotoGP-style system which allows the V8 to really howl its lungs out.

Drysdale 1000-V8

The Drysdale V8-1000 can trace its roots back to the early 1990s when it's creator, Ian Drysdale, first toyed with the idea of building a V8 motorcycle engine for racing purposes.

The first V8 engine to make its way from Drysdale's drawing board to the test bench was a 750cc. At that point, Drysdale decided to take things a step further and build a whole motorcycle. Drysdale's motivation to build a V8 motorcycle was inspired by the V8 500cc Grand Prix racer built by Moto Guzzi in the 1950s.

What's it got

Like the PGM, the Drysdale is hand-built using existing technology. The 90-degree, 998cc engine is fitted with DOHC, four valves per cylinder Yamaha heads and four 39mm Keihin throttle bodies from Honda's CBR600. Power runs through a six-speed gearbox. Suspension is a fully adjustable 43mm KYB telescopic USD fork up front, and a fully adjustable Öhlins single shock at the rear. The braking package consists of a twin 298mm Yamaha discs and four-piston radial mounted Sumitomo calipers up front, and a single 220mm disc and two-piston caliper at the rear. Fuel Capacity is 20 litres.

Geometry

Frame: Tubular steel trellis design. Rake: 24°. Trail: 108mm. Length: 2050mm. Wheelbase: 1415mm. Seat height: 820mm. Weight: 210kg (dry) Wheels: Three-spoke cast aluminium (17 x 3.5 front and 17 x 6.0 rear)

Performance

Power 112kW (150hp) @ 12,200
Torque: Not given
Compression ratio: 10.5:1, Bore & stroke: 62mm x 41.3mm, Top Speed: 270km/h

Price

\$100,000



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Odyssey to the **Isle of Man**

Don't tell her, but Kevin Murphy didn't ride around the world to see the Queen's Coronation

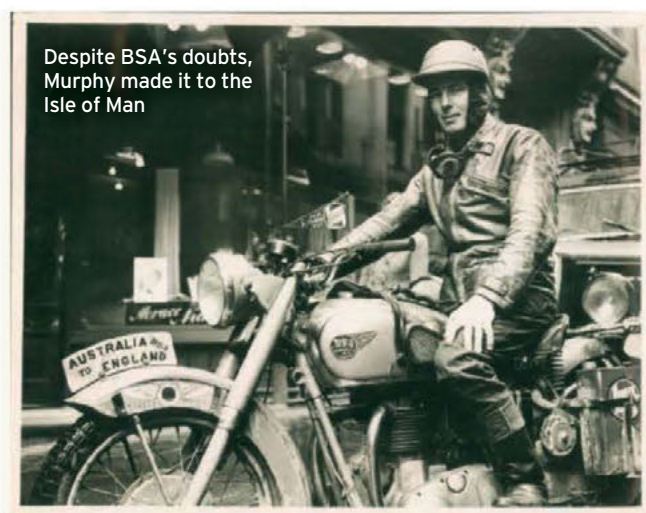
NOT THAT IT was uncharted territory, but it was a bloody long way between Brisbane and Ballaugh. It still is. Nonetheless Kevin Murphy believed his BSA Golden Flash was made for the job, though BSA themselves were less than enthusiastic.

"While we do not desire to discourage you" they wrote.

"We would point out your proposed trip to England on your A10 Golden Flash BSA Motor Cycle would be somewhat of a formidable nature."

Intent on attending the Isle of Man TT, Murphy was by then already halfway between Brisbane and Sydney but was stopped in his tracks by the need to put up 250 quid for a carnet. Mum came to the rescue with a money order, and aptly it was April Fool's Day 1953 when Murphy sailed from Adelaide. He'd originally intended to save a few bob by riding to Fremantle, but being Easter, the highly devout waterside workers had refused to load his machine aboard the SS Stratheden.

Murphy disembarked in Colombo, immediately aware that the mossy concrete roads in the tropics were a far cry from the dusty plains of the outback. Slippery, greasy and oily are descriptions that litter Murphy's diary; along with the complaint that no straight was longer than a quarter of a mile. In India the roads became a little more trafficable,



Despite BSA's doubts, Murphy made it to the Isle of Man

Old Bike Australasia

though Murphy seldom saw much other than bullock carts, elephants, goats, pigs and hundreds of rapacious monkeys; one of whom he was certain stole his tool roll and eating implements.

With a couple of frame fractures the Flash was proving impossibly flexible over the lumpy, slippery pavement, and when he met an English Doctor who wanted to experience the BSA first-hand, Murphy was more than happy to oblige; spending the last 120 miles into Bombay recumbent in the good Doctor's sedan de ville, enjoying the company of the lovely Anglo-Indian nurses, Hazel and Gladys. It was also in Bombay the BSA agents repaired the breakages, serviced the machine and supplied Murphy with new

tools, plugs and expendables.

In Agra he chanced a meeting with an adventurous Indian lad, Maahir Rajkwinar, who had successfully negotiated a return journey through Iran to Czechoslovakia on his Panther 350. Maahir's tales encouraged Murphy no end, however across the Great Indian Desert and Pakistan's Thar Desert the kutcha roads are merely theoretical and Murphy's pace slowed considerably. Yet when the opportunity arose to carry a pillion to share costs he jumped at it; besides a bloke by the name of Abdul Rasul Inamdari was bound to come in handy when asking directions to Ad-Diwaniya. Less convenient was the added weight. No surprise then that much time was spent pushing the overladen Flash through

the loose desert sand.

With new tyres, a reconditioned frame courtesy of Baghdad blacksmiths, panel beaten guards plus rewelded pegs and levers, Murphy and Abdul set out across the Syrian desert and their first sight of the Mediterranean. Now thoroughly enjoying a taste of civilisation, the wide smooth roads and the hospitality of Abdul's many acquaintances, it became easy to linger; however Murphy was determined to reach the Isle of Man in time for the TT. From this point Murphy's notes become as frenetic as a Womens Weekly tour itinerary; Edirine, Alexandropolis, Salonika, Belgrade, Trieste and Milan.

BSA were delighted to host Murphy at the Isle of Man where Dominion riders excelled in what proved to be the most dramatic TT races ever held. On the other hand, the popular press sympathised with Murphy that he'd ridden over 12000 miles in nine weeks only to be tragically disappointed by missing the Coronation of Lizzie II. Murphy, like BSA, went along with the furphy and no doubt his outgoing nature, in addition to being acknowledged as the first man to ride home to the Mother Country from the Colonies, scored Murphy a position as a mechanic with BSA – even though he'd received his Articles as a carpenter. ■

The Aussie was determined to reach the Isle of Man in time for the TT



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- Ohlins-Kawasaki Electronic Steering Damper
- Power Mode Selector
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Letter of the issue

Supersized Adventures bikes?

I've had an affinity with dirtbikes going way back to the pre-history of my riding days.

Fast forward many years and I'm older and wiser – though some may debate the wiser bit. Being short of stature and light of weight (170cm, 64kg) means some modern adventure bikes and trail bikes are, literally, well out of my reach.

Current manufacturers seem intent on selling the dream of adventure on large heavyweights with all the trimmings. I'm amused by adverts for big-bore adventure bikes with the rider shown up on the pegs sliding speedway style or pulling

Reality, or marketing hype?



a huge mono. If one was to look at what bike actually works well on rough dirt tracks, it would more likely be a small to medium-sized trail bike.

Adventure bikes are just like older-style roadbikes used to be: Upright riding position, skinny tyres, 19-inch front wheel, torquey engine and less frenetic than modern sportsbikes. It could be argued they're more practical for daily use on the road, not a bad thing.

As a tourer, especially on indifferent Australian roads they are eminently suitable, just don't go assuming they are trail bikes: if you attempt to treat them as such they will bite and it will hurt.

Adventure bikes have a much wider application than the current crop of sportsbikes and are more than capable on winding tar roads. As long as your expectation of their rough road performance are not set too high they

can satisfy as all-round performers. Trips on an Adventure bike can widen your horizons in terms of the roads less travelled.

Most of us struggle to keep just one bike on the road and an adventure bike is an excellent all rounder, if you must have only one. Otherwise a good option (the one I've taken) is to have a single-cylinder trail bike as the commuter and the off-road mount when the tracks get tougher and a bigger adventure bike as the tourer and for light dirt road use: best of both worlds.

**Jim Clark
Bundanoon, NSW**

You are going to love next issue, Jim. Though we do get sideways on big-bore adventure bikes. Kel



"Adventure bikes have a much wider application than the current crop of sportsbikes"

He's baaack!

Bloody hell, Kel: Fraser Stronach back in a bike mag?! Come back, Revs, all is forgiven – though I think I have seen his name in a couple of 4x4 mags in a waiting room.

I met him once in a house we shared with mutual friends in the main drag between Bathurst town and the Mountain. I think it was 1983, and that year Cold Chisel played in the Quarry. That's all I recall, didn't see any riots.

Anyway, there has to be a lot of old stories in that mature brain, so why not put him to work?

**Bill Brown,
Canberra**

Peggy and Dot

Hi Kel and esteemed minions, I've left my beloved copy of *The Goulding Album* and a memory stick on Dot from Alice Stone's doco *She Lives to Ride* at Horror HQ.

I loved the words on, and from, Peggy Hyde as our first female racer here, and it's of course interesting that the Yank's first woman racer was actually Aussie-born.

The *Goulding Album* is a very interesting short read, and with the film clip, I'm sure a good story will emerge in AMCN with little effort.

Helping me out with the film clip was Tony Mays, and the extra research on the memory

stick was another friend, Mark Tyssen, who's much better at banging heads with computers than I am.

She Lives to Ride was played a couple of times on SBS before digital, and they no longer have the rights. I may have an old VHS (taped off the TV) of barely watchable quality lost somewhere in the house.

I can't find any evidence of it ever being available on DVD. It used to be on Vimeo in separate segments, but has disappeared. Someone was asking an arm and a leg for an original VHS (NTSC format, not PAL) on Amazon. There was however a movie poster at a fair price that would

probably look good in your office.

**Graeme Posker
Via email**

Big-bore nakeds

I registered my 2008 GSX1400 in 2010 and just turned over 200,000kms on it; it still runs like brand new and uses no oil whatsoever. Ran it in on mineral oil, then five changes on Motul 5100 50/50 then the rest on Penrite full synthetic 10W/50. I do a filter change every second service at 6000km intervals. Did all the services myself except for three – back to Suzuki for valve clearance and compression tests, which were all fine. A



Your say

squirt of injector cleaner every second tank of fuel, too. Accidentally filled it with diesel about nine months ago and, understandably, it didn't run too well until I figured out what happened. Insert smile here. Siphoned 70 percent out and ran about five litres of diesel with a new tank of juice. Smoked a bit (so the boys said) but it ran a lot better after that abuse. The injectors were now clean!

I don't baby it and came Mt Glorious three to four times a week. I have been booked for doing three monos on it and had to replace ground-away footpegs a while ago. It's my third GSX1400 after three Bandits and a '92 GSX1100G.

No problems with any of them, except for a blown shaft on the 1100, umm, popping a wheelie. Suzuki rules. In 50 years of riding I'd have to say the GSX1400s are the best bikes I've owned. Come on Suzuki, there's a lot of us cashed-up old farts out here hankering for a remake.

Don Williams
Manly West, Qld

Sam fan #1

Smac, in yer Face (AMCN Vol64 No22), once again a great piece. How uncanny is it that I have never met Sam, never spoken to him and at best may have written a letter or two to AMCN while he was

If you build it,
they will come...



editor, yet his approach to riding is almost identical to mine?

In my riding I have always applied the same theory as Sam: it's all about positioning. Give it a handful at a set of lights (for example) in order to get away from the tin tops. This may or may not go over the prescribed speed limit and then back down to the limit.

In days gone by, prior to speed cameras (aka cash registers), Mr Plod would see that and perhaps judge it as not speeding. If there's a speed camera now, you will have your photo taken because the radar has been triggered to do so. Is this speeding, because technically you have gone over the speed

limit, albeit for a few seconds, or is it a matter of putting yourself in a safer position and thereby reducing the possibility of an accident?

I know this is a big ask, but surely common sense prevails?

Lazare Sachs
Via email

Common Sense? Road Safety? Come on, Lazare. Really? Kel

Sam fan #2

While I enjoy reading most of what's in AMCN each fortnight, I am forming the habit of checking Sam's column first. Since he started this column I first read it not sure what to expect. The piece *That word, safe* in AMCN Vol 64 No 22 was one of the

best columns I've read in my almost 50 years of existence.

I tip my lid to you Mr. MacLachlan. Well done.

Martin Holgye
Glen Waverley, Vic

Moto-minors gone

I know that this has all been said before over the last few years, but it remains the same: Channel Ten has dropped the two best races (Moto2 and Moto3) where there was always very close racing.

At Le Mans, one Moto3 rider came from last to finish fourth and we didn't see any of it; Moto2 is always very close racing and when we get some reasonably close racing in MotoGP, we get, "we will go to a break" and it comes back two or three laps later, depending on the circuit.

I am getting really fed up with it: not all of us can afford to get Foxtel and you will notice when the football is on, it never happens in the middle of the game, until half time. Just venting my spleen.

Keep up the good work: great article on Geoff Duke. I didn't ever meet him but would have liked to: you don't get riders like that anymore. That copy is being sent to my brother in the UK, because the motorcycle papers over there put in very little.

John Wooff
Sydney, NSW

➔ "I accidentally filled it with diesel about nine months ago. Smoked a bit, so the boys said, but it ran a lot better"

Instagram

@Dean.Saffron
enjoying a
Sunday blat



@thekarlos40
What's a Pirates
favourite motorcycle?
An Arrrrr One!

@Diamonddave80
another team green fan.
How'd you get that plate
through?



Thanks Mum!

Dear team AMCN, we would like to let you guys know we have just joined the club!

With your help we would like to say a big thank you to mum for giving the nod (finally).

Dad had to jump through some big hoops to get us across the line, including presenting her with a Powerpoint presentation on why we should be allowed to ride motorbikes.

Dad took us down to the bike shop last Saturday and we picked out a brand-new Yamaha PW50 and all the appropriate safety gear for riding.

If you could put a photo of us in Access with a big thanks to our mum, that would be tops!

Luke, William and Thomas Everson
Via email

A Powerpoint presentation? That's some dedication to the cause. Sounds like dad needs thanking, too! Kel



Ladies' man

The ones they left behind (AMCN Vol 64 No 21) what a fantastic article on Soili Saarinen and Anna Maria Pasolini.

I have often thought these ladies would provide interesting insights into the world of their famous partners and you have proved this to be true!

With an Australian slant: Geraldine Campbell (wife of Keith Campbell, 350 World Champion), Betty Phillis (wife of Tom Phillis, 125 World Champion), Jan Carruthers (wife of Kel Carruthers, 250 World Champion), etc.

These are just the first three of a long list of wives or girlfriends that were there and experienced the highs and lows of motorcycle racing at the highest level.

Or moving to later times Zita Sayle, Wendy Willing, Julie (Gregg Hansford's partner), Donna Gardner, Brenda Crosby, Bronwyn Ballington (now living near Brisbane with quadruple 250 and 350cc world champion husband Kork)

There are great stories out there – put them in print and I, for one, will be buying your magazine to read all about it.

Ron Spall
Via email

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access

Your say

Final word

Four-wheeled Kato?

Do KTM also make wheelchairs? I just spotted these at the Jetstar check-in.

Brenton Schluter
Greenwith, SA



Giz a squiz

Rider Paul Stevens
Bike 1995 Triumph
Speed Triple

He says now "Otherwise known as sweet nipple, my Speed Triple has a Wilbers shock and a Suspension Tech front end.

The calipers are a six-

piston affair from a Suzuki GSX-R front end.

I have done track days on it at Queensland Raceway, Sydney Motorsport Park, Phillip Island and Morgan Park and it goes harder than you think.

"This one's a keeper."



Send us your ride via email, to amcn@bauer-media.com.au or, if you're a carby and points kinda person, pop a piccy and relevant info in the post addressed to Readers Rides, 73 Atherton Road, Oakleigh, Vic, 3166.

Facebook

Post of the issue

'The First Lady of Motorcycling', Dot Robinson

In Australia the name Dot Robinson may draw a blank; she is after all a legend in American women motorcycle circles, and an inductee into the AMA Hall of Fame



Shared snaps

@Bike.Wars posted this modded Yamaha MT-07 by Chabott Engineering



@c.c_garage giving a new meaning to cooking the clutch?



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Dave McKenna
Torque Master
MT-09



MT-07 689cc



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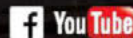


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2015 Suzuki Boulevard C50T



■ TEST ADAM BERRY ■ PHOTOGRAPHY PAUL ANDREWS

Cruise liner

Classic cruiser meets touring bike in the C50T

THERE'S NO MISTAKING the Boulevard C50T with its classic cruiser styling, staggered chrome exhaust, two-tone paintwork and whitewall tyres. Throw a leg over and you're instantly comforted by the idea of touring the open road. The plush studded step-up seat makes you feel like you're sitting in your favourite chair, while the wide swept-back 'bar puts you in a position that only a cruiser can.

But the Boulevard C50T isn't just about comfort and looks. Its 45-degree 805cc V-twin powerplant is a very versatile engine, digitally tuned with a throttle-position sensor to produce plenty of low-down torque, and the high fifth-gear ratio makes highway cruising a breeze; it's ideal for touring and long days in the saddle.

Too bad I spend more time on congested urban roads than I do on wide open highways, but getting around the city I was pleased with the Boulevard's light clutch action. It's great for commuting in peak hour when the road suddenly becomes a parking lot of metal cages that you can't fit between. Let the stop-start begin.

Despite weighing in at 277kg it hustles from near idle and is quite nimble to throw around, even at

reduced speeds. It also gives you the advantage of a low seat height – just 700mm so you're confident of planting both feet flat on the ground should you get a case of the slow-speed wobbles.

There are accessories galore for the Boulevard C50T including a classic windshield and saddlebags. If you plan on taking a pillion on long trips, different backrests are also available to make any long straight enjoyable.

To see how the Showa suspension would hold up, I took the Boulevard C50T out on our not-so-well-built country roads. With 140mm travel at the front and 105mm on the rear it did a decent job of absorbing the bumps – enough to keep me away from the chiropractor's office for another day.

It's not the fastest bike through the corners – that's not why you'd buy it – but it's bloody fun powering out of them with sparks flying off the peg, then hammering down on the front 300mm twin-piston calipers to prepare for the next set. Slow in, fast out, and enjoy the low-down grunt.

If you're after a stylish cruiser and enjoy the rumble of a V-twin you might consider a Boulevard C50T, especially when you see the price. ■

ENGINE

Configuration 45° V-Twin
Cylinder head SOHC four valves
Capacity 805cc
Bore/stroke 83 x 74.4mm
Compression ratio 9.4:1
Cooling liquid
Fueling EFI
Power 39kW
Torque Not given

TRANSMISSION

Type Five-speed
Clutch Wet
Final drive Shaft

CHASSIS

Frame material Steel
Frame layout Tubular cradle
Rake 33.2°
Trail 141mm

SUSPENSION

Showa
Front: 41mm telescopic fork, 140mm travel
Rear: Single shock absorber; 7-way adjustable preload, 105mm travel

WHEELS/TYRES

Wheels
Wire-spoke
Tyres IRC GS-23
Front: 130/90-16 (67H)
Rear: 170/80-15 (77H)

BRAKES

Front: Tokico single 300mm disc, twin-piston caliper
Rear: Tokico 180mm drum

DIMENSIONS

Weight 277kg (wet, claimed)
Seat height 700mm
Max width 955mm
Max height 1110mm
Max length 2500mm
Wheelbase 1655mm
Fuel capacity 15.5L

PERFORMANCE

Fuel consumption 5.4L/100kms
Top speed 180 km/h

CONTACT & SALE INFO

Testbike Suzuki Australia
Contact suzukimotorcycles.com.au
Colour options Glass Sparkle Black, Candy Dark Cherry Red
Warranty 24 months, unlimited km
Price \$10,990 +ORC
Aus availability Now

PROS

- ☒ Torque
- ☒ Comfort and styling
- ☒ Price

CONS

- ☒ Keeping it clean
- ☒ Brakes
- ☒ Lack of wind protection

Despite weighing in at 277kg it hustles from near idle and is quite nimble to throw around, even at reduced speeds

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Ducati Panigale R F15 Superbike



■ TEST ALAN CATHCART ■ PHOTOGRAPHY KEL EDGE

Revolution of the species

Sir Al gives Chaz Davies' Ducati a quick run at Imola

I'VE BEEN LUCKY enough to ride every factory Ducati V-twin racer each year for the past three decades, and none of them was remotely as fierce accelerating and violent in its response as this one. Crack the throttle a tiny bit lining up the exit of a slow turn, and you're practically in the next time zone once you've caught up with how fast the F15 accelerates; thanks to the lightened crank and all-new Akrapovič exhaust, the thrust is extreme.

Wind on the gas and hold on tight as the rear Pirelli digs in and the Ducati catapults forward, though without the front wheel reaching for the sky. It hovers just above the tarmac in the lower gears but it never gets out of hand, and the anti-wheelie control is much improved. Pick-up from a closed throttle is now incredible.

This year's F15 is a MotoGP bike in drag. It has unbelievable acceleration with a hyper-aggressive throttle. It's so different from previous Ducati superbikes it may have caught Troy Bayliss out when he crashed at Phillip Island. He stepped onto Giugliano's F15 as a last-minute stand-in after Davide was injured. With no prior testing, it was a big ask to get on the pace on such a radically different Ducati to anything Troy had ridden before.

A longer wheelbase hasn't sacrificed agility – the Panigale still changes direction faster and more

easily than any previous Ducati superbike.

Explosive acceleration out of a turn is a crucial new advantage. To use it you need to be able to position the bike, holding off the brakes until the very last moment, taking a big handful of the Brembo front brakes just a microsecond after the rear brake to prevent weight transfer lifting the back wheel. Preloading the rear end helped counter that – and the extra engine braking delivered by the exhaust valve in the Akrapovič system helped slow the bike down into the apex.

This isn't an old-style Ducati superbike where you short shift and ride the torque curve. Instead, you watch for the flashing shifter lights, then hit a higher gear. At the limiter the bike stops accelerating; it doesn't cut out, just tells you there's no point twisting any harder.

Best of all, at the end of a straight and backshifting for a turn, I could use the great auto-blipper system that finally appeared on a Ducati V-twin for the first time last year. This delivers a seamless backshift in every gear without touching the clutch, and is now standard on the 1199 Panigale R and the 1299.

That's why Ducati goes racing, to make new technology that gets onto customer models. Has the tide turned again towards the Desmo V-twin mob? We'll have to wait and see... ■

ENGINE

Configuration 90° V-twin
Cylinder head DOHC, four valves per cylinder
Capacity 1198cc
Bore/stroke 112 x 60.8mm
Compression ratio 13.4:1
Cooling Liquid
Fueling EFI
Power 166kW @ 11,700rpm (claimed)
Torque 138Nm @ 9800rpm (claimed)

TRANSMISSION

Type Six-speed
Clutch Wet
Final drive Chain

CHASSIS

Frame material Aluminium
Frame layout Diecast hollow semi-monocoque
Rake 24°
Trail 102mm

SUSPENSION

Öhlins
Front: 42mm pressurised RSP25 inverted telescopic fork
Rear: Single RSP40 shock and progressive rate linkage

WHEELS/TYRES

Wheels
Forged aluminium OZ wheels
Front: 17 x 3.5 **Rear:** 17 x 6.0
Tyres Pirelli
Front: 120/70ZR17
Rear: 200/60ZR17

BRAKES

Brembo
Front: 2 x 336mm floating steel discs with radially mounted four-piston four-pad differential-piston aluminium Monobloc calipers
Rear: 1 x 230mm steel disc with two-piston radially mounted caliper

DIMENSIONS

Weight 168kg with oil/water, no fuel
Seat height Not given
Max width Not given
Max height Not given
Max length Not given
Wheelbase 1447mm
Fuel capacity 23.9L

PERFORMANCE

Fuel consumption Not given
Top speed 309 km/h

CONTACT & SALE INFO

Testbike Ducati Corse
Contact Santa Claus, God or anyone else capable of miracles...

PROS

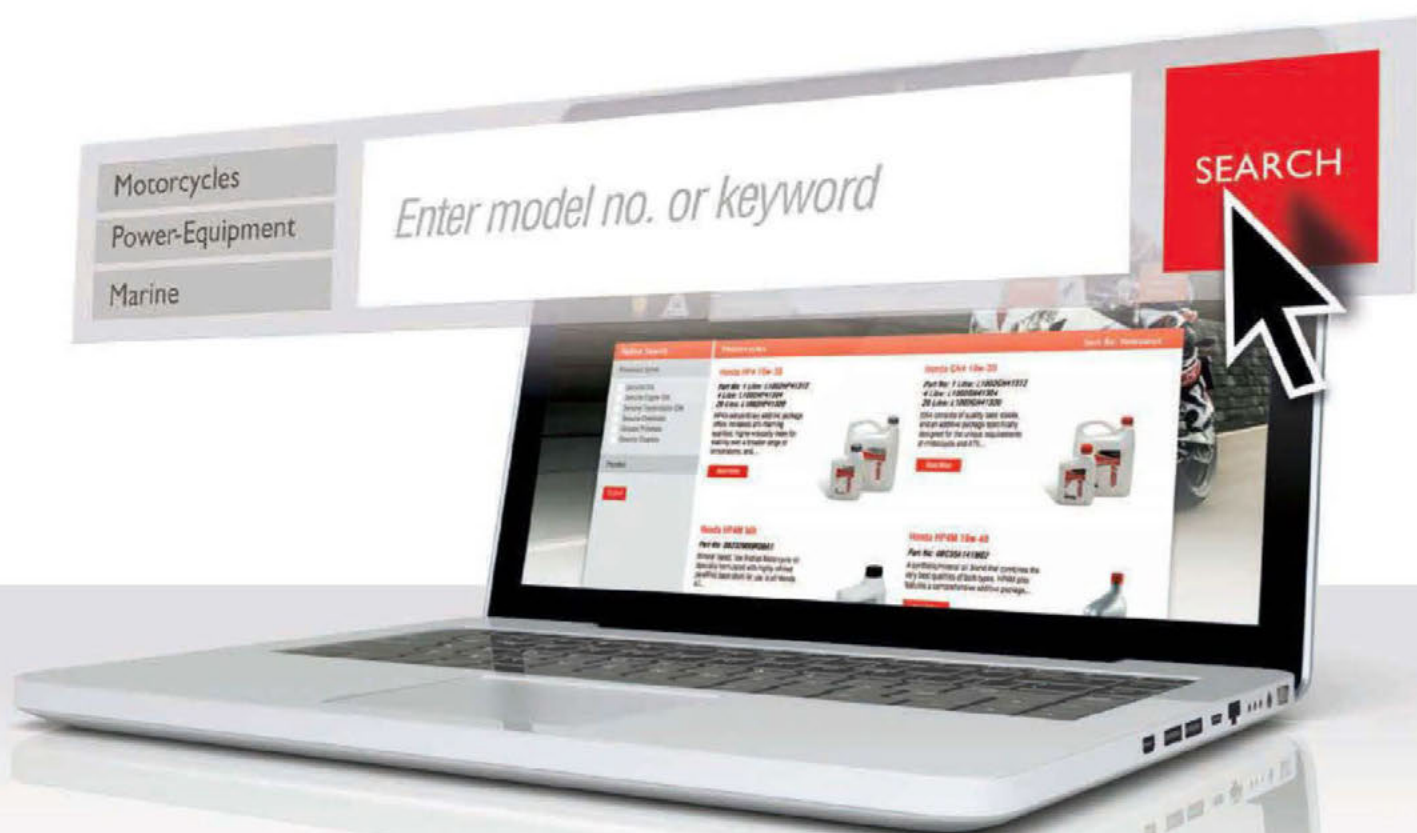
- ✓ Crazy acceleration
- ✓ Hyper-aggressive throttle
- ✓ Auto-blipper system

CONS

- ☒ It's not for sale!

Wind on the gas and hold on tight as the rear Pirelli digs in and the Ducati catapults forwards

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Out of the shadows

Black Pearl Chrome SR400 from the Dark Side

THE ONCE-UBIQUITOUS Yamaha SR400 has become a collector's item among the café racer set. The simple little single-cylinder motorcycle makes a perfect blank canvas for a cool custom project due to its simple and timeless design.

Jason Gasoline has built a number of SR400 based projects, naming all of them to reflect their personality. Tomahawk I and Tomahawk II are just two of his well-known SR400-based projects, but his latest custom creation has a darker personality.

It's been christened *La Sombra*, a Spanish word meaning The Shadow. Its centerpiece is the shiny black pearl finish on the petrol tank, tail and front guard.

"I think every bike needs a character, there's no point building something unless it has a character, right from the beginning," Jason says. "We give each of our custom bikes a

name and when we talk about a particular bike we only refer to it by name only."

Looking over the bike in its newly-finished condition, it's easy to see Jason is very satisfied with the result he's achieved.

"We were over the moon with the final result and this bike has turned out even better than we imagined it would," Jason said. "It has simple lines but it has an effective finish."

One of the main goals for the *La Sombra* build was to end up with a motorcycle that looked like a customised classic SR400 café racer, but make it feel like a new bike to ride.

"It really is like riding a brand-new Yamaha SR400," Jason said. "It's fitted with a performance engine, so it's not as sluggish as the older SR400s were. It's surprisingly comfortable for a custom bike and would easily handle long trips," he said.

The Inspiration

The inspiration to build *La Sombra* came from one of Jason's customers, Michale Kriesch, who approached him last year to build the dream custom café racer he had always wanted to own. Kriesch had

a particular style in mind and worked with Jason to design the dark mirror styling of *La Sombra*. Jason said he always looks to his customers for inspiration and then they work as a team to guide the build in a direction with which everyone is happy.



What's it based on

La Sombra is based on a 1986 Yamaha SR400. The little single-cylinder motorcycle has been in constant production in Japan since 1978, barely changing during all that time – it even retains a kickstarter.

Though not officially sold in Australia until 2014, pre-2014 grey imports are in good supply along with the SR500, manufactured between 1978 and 1999, which was sold in Australia.

The 1986 SR400 used for Jason's custom build features drum brakes front and rear. "Normally we do a disc brake front end conversion when working with an SR400 of this vintage but we wanted to keep this one original," Jason said.

"The SR400 is a great little bike to work from as a base if you want to do a café racer type build.

"The café style requires just clip-on handlebars, flat seat and a tail."



What's it got

The 399cc, air-cooled, single-cylinder, SOHC, two-valve-per-cylinder engine in La Sombra has been fitted with a 38mm Mikuni carburettor and manifold as well as a new piston to increase compression ratio to 10:1. The cylinder head and cylinder were given a make-over with the valves and valve-seats machined. The engine was also blue-printed.

The exhaust system

may look like just a straight through pipe, but a baffle has been fitted to the system to reduce noise. It still sounds meaty, but loses the headache-inducing bark of a straight-through system.

The frame was taken back to bare metal and powder-coated and the engine was given a full blacked-out treatment.

The original tank was retained to keep the standard SR400 look.

The original front fork and both wheels have also been powder coated and the rear shocks have been replaced with Ikons, made in right here in Australia.

Another interesting touch are the military style lights and indicator covers. During war years, motorcycles were fitted with similar covers to minimise any peripheral light which might give the enemy something to shoot at.

"There's no point building something unless it has a character"



What Was Tricky

The build process took three months and the black chrome finish on the petrol tank, tail and front guard was a complicated process. The donor bike was stripped to the bare frame before the build even got underway. "The unique colour is called Black Pearl, it's applied using a chrome-type sequence which includes dipping," Jason said.

"It's like a nickel-plate as opposed to a zinc or chrome plating. To get the look resembling a shiny black pearl on all the surfaces was quite difficult."

What's it Like to Ride

La Sombra is the most typical café racer style motorcycle you're ever likely to ride.

"Using the kickstart lever to get it going is all part of the experience," he said.

"It's got a beautiful sound to it, especially in third and fourth gear and I actually don't mind riding it without the baffle."

Fitting the high-compression piston and head has given the 399cc engine extra squirt, and Jason reported the drum brakes are more than up to the task of stopping the bike.

1. Flat-slide 38mm Mikuni and K&N filter aid performance

2. Friction steering damper and air-assisted fork caps look good, work well

3. Minimalist, but it complies with the spirit of the law, if not the letter



Watch
the video
and see
335km/h
for yourself!





Flight of the Concorde

Masterful engineering, or meaningless
marketeering? We take a second look at the
most potent production bike **on the planet**

■ TEST **PAUL YOUNG** ■ PHOTOGRAPHY **MARK DADSWELL**

No, it's not Groundhog Day, but yes you have already seen this controversial machine in the pages of AMCN. The reason it's back? We're motivated by the polarised opinions of the many avid observers, who have either hailed the H2R as the superbike of the century, or purely as an exercise in cultivating a media-fed frenzy of motorcycle fantasy. Some say it's a marketing gimmick, where rideability has no real relevance. We're here to find out.

Away from the sterilised environment of an official press launch, we took a genuine production-model H2R straight out of the crate and on to the sort of wide open race circuit it was born for.

So, what purpose does the H2R have? Apart from quite obviously being a showcase of Kawasaki's engineering prowess and in particular their proficiency in the art of the supercharger, its purpose is simply to thrill.

Part of the inexorable attraction which has me staggering zombie-like back to motorcycles, no matter what damage they may do to me, can only be described as throttle addiction. There's some kind of inner completion satisfied by the feeling of the cable going tight. When the business end of the throttle delivers over 300 horsepower, it's a special day indeed. And when the venue is Phillip Island GP Circuit, with its tyre-smokingly fast turns and dropping-off-the-edge-of-the-world main straight, it's nirvana.

Quite understandably, the track-use only H2R is quite an exclusive machine, so getting a spin on one isn't the easiest of blags. Lucky me got the opportunity to ride a H2R on the hallowed bitumen of Phillip Island thanks to the generosity and enthusiasm of Evan Byles, dealer principal of SA Motorcycles. Evan isn't your usual shopkeeper; he lives and breathes motorcycle racing, and gives back as much to the sport as it has given him, a whole load of good times and smattering of scar tissue.

The sound of the H2R is truly something to aurally behold. And before I get accused of being an oxy-moron in a skidlid, you need to understand that the sound wave the H2R leaves in its trail is visceral. It can instantly be felt infiltrating the nervous system and can even be observed, albeit in the contorted faces of onlookers. It is MotoGP-quality sound vandalism for the upper-middleclass masses.

But it's easy to impress, or annoy, with pure volume-metric engineering. Even bolting a megaphone exhaust like that of the H2R to a Honda CT110 is likely to scare the neighbour's pitbull and earn the postie a restraining order.

As with MotoGP, the noise element of the H2R is partly purposeful, and partly about the show. No doubt the short megaphone exhaust will help evacuate exhaust gases at the high speed required by the supercharged engine, but a little aural drama is also a desirable side effect, and will have been engineered as carefully as the pipe's tuned length.

Believe it, motorcycle exhaust notes are heavily orchestrated. I personally have had to rate different exhaust tones for their soul, tempo, and emotional effect when I worked in R&D at Triumph. Sound sells, and can also have a profound influence on

the uninitiated public's perception of a particular model's performance.

So how does the H2R's performance actually stack up? To get an idea of where it sits in the scale of insanity, I had a look at what the world's best race bikes clock at Phillip Island.

Fastest WSBK speed recorded at Phillip Island this year was Jorde Torres on the Aprilia RSV4 RF at 324km/h, but this was undoubtedly achieved with the aid of a multi-bike slipstream. The fastest top speed in qualifying, where there is generally less, but still some, slipstreaming going on was 314km/h by Sylvain Guintoli's Honda CBR1000RR. A better benchmark is Jonathan Rea's performance in race one, which he led from start to finish and clocked a speed of 314km/h and a lap time of 1m31.9s on his factory Kawasaki ZX-10R.

In comparison, the fastest MotoGP bike at the 2014 Australian Grand Prix was Marc Marquez' Honda with a top speed in qualifying of 346km/h and a pole position lap time of 1m28.4s.

The highest numbers I saw on the dash before focusing on making it into turn one was 335km/h, but as with any production bike the H2R is a touch optimistic. The V-Box GPS logger recorded a genuine top speed of just under 318km/h and a lap time of 1m40.01s, but the bike is capable of much, much more.

At the Phillip Island open test day, essentially a practice day for the Hartwell Club championship, there was certainly nothing else on track capable of giving me even the slightest of slips down Gardner Straight. Not even Australasian Superbike Championship racers Wayne Maxwell (Yamaha YZF-R1M) and Ben Burke (Kawasaki ZX-10R).



LEFT: Each H2R comes with a set of high quality Bandit tyre warmers, and it's very wise to use them

RIGHT: Not many motorcycles have had a new type of paint for them, Youngy reckons it was well worth the effort

The highest numbers I saw on the dash before focusing on making it into turn one was **335km\h**



Kawasaki H2R

Deal Clencher

One ever-so-slightly gimmicky seeming feature of the H2R is the bum vice device. Side pads on the seat unit are said to lock the rider in position under maximum thrust... Really?

Fresh Charge

Kawasaki recently applied for copyright on multiple variations of potential Ninja model names, sparking hopes that the H2 is just the start of a wider range of supercharged Kwakas

Barking Mad

Kawasaki quote the H2R megaphone exhaust's bark at 120 decibels, and although it didn't sound a great deal louder than some other racebikes on the track, it did sound a great deal angrier





Gives you wings

It's impossible to say if the wings work without testing the H2R with them removed, but Ducati's MotoGP team must think there's something to be gained, other than just making a bike look mean and radical



Despite both those guys railing Turn 12 at the rate you would expect from top-level racers fully dialled into their rides, the H2R ate them for breakfast and spat out the bones. Unbeknown to me the pair had snuck up behind to line me up through Turn 12 for a drag race down the main chute, both giving it their best shot to get a run on me.

As I stood the Kwaka up onto the fat section of its rear tyre to line up the best possible flight path, Ben reckons all he saw was the H2R painting a line as black as your hat and as fat as your head from apex to curb, and I was gone. Ben's ZX-10R Superbike is no lemon, it's a missile in its own right, but the H2R made it look like a ZXR400. This thing's insane.

Going back over what Adam Childs wrote about his encounter with the H2R at the world launch in Qatar (AMCN Vol 64 No 19), I wasn't surprised he said some would 'bemoan its low-down aggression in first and second gear', because that's exactly what I am now going to do. But my issue with the throttle response isn't particularly gear related, it's throttle-position related, and to be fair it's a reasonably common problem on bikes of some persuasions.

The first 10 percent of throttle movement is the most critical aspect to getting the most out of any bike. It's the key to riding smoothly, keeping the suspension settled, maintaining flow, and building corner speed. And although the H2R had good roll-on drivability after 10 percent throttle, particularly

The H2R ate them for breakfast and spat out the **bones**

considering its power output, the initial throttle movement had a lot of lag and then chimed in far too abruptly. It also handled transient states of throttle movement poorly. As is usual with these characteristics, the problem is less pronounced with less engine speed or more road momentum.

I must stress that this type of issue is not so uncommon on road-going production motorcycles. Take the MT-09 for a recent example. Before the issues were addressed by Yamaha, the otherwise brilliant naked triple had very similarly flawed throttle response characteristics, just without the added challenge of over 300hp on tap.

So, who gives a fist about an overly sharp throttle response on a 326hp supercharged motorcycle? Well I do, because the rest of the bike is just so damn good, and my guess is that it's not such a difficult fix anyway. More fuel or less ignition advance may be all it needs, and raising the idle speed or softening throttle progression via the ECU's ride-by-wire settings could also help.

My motivation for wanting this niggly sorted is to silence the nay-sayers who think the H2R is built just to go fast in a straight line. This couldn't be further from the truth. The chassis and brakes are more than up to the job, in fact they're quite incredible. This motorcycle could give full-blown superbikes a hurry-up around a track like Phillip Island if you could just open the throttle mid-turn with some finesse. And that's not an opinion I've heard from anywhere else.

It is a highly integrated and synchronised package of insanity



In my search to record a higher top speed on the straight I became fully committed to braking as late as possible into turn one, and never had a moment of doubt in the bike's ability to pull up and make the corner. Throttle transience issues aside, the H2R felt as planted and stable through the high-speed turns at the Island as any production bike I've ridden. The suspension works in perfect harmony with the chassis and traction control, turning this monstrously powerful bike into something which actually is astonishingly rideable, again, once past the first 10 percent of throttle.

Besides its phenomenal acceleration, the H2R's feature which left me with the biggest impression was its KYB suspenders. This bike quite obviously wasn't designed as just a place to plonk a supercharger. It is a highly integrated and synchronised package of insanity, and the suspension is what ties it all together to make the seemingly insane, sane.

If the fork looks familiar, it's because it is the same

ABOVE: Taking off or just coming in to land?

RIGHT: Youngy pushes his ear plugs a little deeper in anticipation of another audio onslaught

motocross-derived KYB AOS-2 units first seen in this road-going form on Yamaha's 2015 YZF-R1, but in my opinion the base settings on the H2R are more forgiving and give better feedback. KYB's AOS system, which isolates the air from the oil, hence the name, has been around in the dirt world for about seven years and, if the H2R is anything to go by, KYB should have translated the technology to tarmac sooner.

Kawasaki's Unitrak rear linkage system drives the matching KYB shock, and again the performance oozes with class and control. Not an easy job under the circumstances, and I'd even say the H2R gave more feel and greater control at the outer limits of adhesion than the 2015 BMW S1000RR I rode at the Island earlier this year (AMCN Vol 64 No 21).

Like the suspension package, braking duties on the H2R have been addressed in the best possible way for a bike destined for track use, and not just the drag strip. The latest Brembo four-piston radial calipers are matched to huge twin 330mm discs, a size only seen in supersport bike use on Ducati's

Technical

MYTH-INTERPRETED

MUCH OF THE information floating around the internet and print media claimed the H2 and H2R featured a two-speed supercharger. The theory being that it would spin the supercharger faster at low engine speeds, boosting bottom-end torque.

The drip-feed of teaser

material from Kawasaki's marketing department showed pictures of the system with two gears attached to the supercharger drive shaft, and this was widely misinterpreted as a second drive gear.

The smaller gear on the end opposite the supercharger drive chain is actually the starter motor gear, and both H2 and H2R engines drive the

supercharger at a constant 9.2 times faster than crankshaft speed. Combining the starter motor transfer shaft and supercharger transfer shaft makes perfect sense, as it saves weight and space.

Kawasaki is an expert in supercharger and turbine design, and it has created the H2R engine in an unbelievably compact package, largely

due to the highly efficient supercharger not needing the help of an intercooler.

It's not known if Kawasaki ever contemplated a two-speed supercharger, but this would have added significant complication. The single speed drive means the H2R builds boost pressure as revs rise, so its torque at low rpm isn't as startling as its top-end rush.

Unfinished business

Once we have the ability to fine tune the mapping, we're planning on returning to the Island and prove the H2R is better than anyone has yet given it credit for.

Watch this space



Technical

WITH MODERN ROAD bikes, engineers struggle to meet increasingly cleaner, greener emissions regulations. Often the only way to get a bike through the tough emissions cycle testing, which includes long periods of idling between sets of slow and high speed riding, is with very lean fuel mixtures and advanced ignition timing at the lower end of the throttle opening. Unfortunately this is exactly what you don't want if you are looking for a nice soft rider-friendly throttle response.



The H2R is a different animal though, and being a track-only bike there are no emissions rules it has to satisfy. But if we assume the development of the road-going H2 took priority due to homologation procedures needed to make the bike road legal in all its intended markets, it is entirely possible the H2R ended up with the same road-tuned fuel and ignition map in these sensitive areas of throttle opening. The main differences in mapping are in restricting the H2 to around two thirds the power of the H2R.

Rather than abrupt delivery being and understandable characteristic of a supercharged engine as some test reports have suggested, Kawasaki itself says its centrifugal-type supercharger and ECU-controlled air box pressure regulation system was chosen for the H2 due to its ability to run cooler than other designs, maintain a consistent pressure over a wide flow-rate range and not be prone to surges in airflow, and crucially, not be prone to the throttle lag suffered by previous turbo-charged production bikes.



At the risk of attracting a great deal of flack, I suggest that the H2R is simply slightly unfinished. If I didn't know from experience that this often happens, usually as a result of marketing department expectations and timelines not matching the realities of motorcycle development, I wouldn't theorise in this way. And if suggestions of the H2 being the precursor to a future range of supercharged Kawasaki motorcycles of all sizes and applications are true, it is unthinkable that KMI would not be working on ways of controlling throttle response in a more user-friendly fashion than these early H2 examples display.

Recent patent applications suggest Honda and Suzuki are also looking at joining the supercharged revolution, so Kawasaki's engineers will have no shortage of motivation to perfect the technology and lead the industry in blower boosted bikes.





The H2R is already
the most exciting
production
motorcycle money
can **buy**

flagship model Panigale. And I can't think of a current litre supersport bike which stops better than the Kawasaki H2R.

Although the tubular space frame was used primarily to free the engine from the heat build up associated with heavily boxed-in twin-spar aluminium frames, a side-effect seems to have been a great level of feel and compliance, all without feeling remotely elastic or flexi in a negative way.

It's no wonder Kawasaki made the H2R this way, because if the chassis, brakes and suspension were anything but outstanding, it could all so easily end in tears. On the contrary, riding the H2R just makes you want to go back for more. It's an addictive beast. Scary? Yes, but not as much as you think.

My earlier comments about throttle progression may seem to some as a put-off, it shouldn't be. I'm

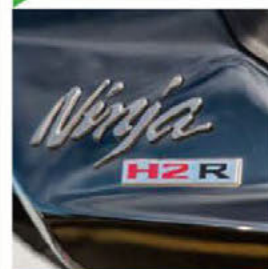
sure software updates will ensue, and besides, there are already companies working on aftermarket ECU flashing systems for a DIY solution.

The H2R is already the most exciting production motorcycle money can buy, and with this niggles eliminated it would be the most potent track-day bike money can buy. It stops, goes and handles beautifully, and accelerates at a rate other 1000cc supersport bikes can only dream of.

I have absolutely no doubt that, with some set-up time, the H2R would lap quicker than an out-of-the-box ZX-10R, YZF-R1-M or S1000RR. Potentially, a whole lot quicker. Which bike would win at the Island next weekend, with decent set-up time? Absolutely the H2R. This isn't just a show bike, it's the real deal, a supersport track shredder of the highest order. Believe it. ■

specs

Ninja H2R



ENGINE

Configuration In-line four-cylinder

Cylinder head DOHC, four valves per cylinder

Capacity 998cc

Bore/stroke 76 x 55mm

Compression ratio 8.5:1

Cooling Liquid

Fueling EFI, 4 x 50mm throttle bodies

Power 228kW @ 14,000rpm (claimed)

Torque 165Nm @ 12,500rpm (claimed)

TRANSMISSION

Type Six-speed

Clutch Wet

Final drive Chain

CHASSIS

Frame material High-tensile steel

Frame layout Trellis

Rake 25.1°

Trail 108mm

SUSPENSION

KYB

Front: 43mm USD, adjustable rebound, compression and preload, 120mm travel

Rear: Monoshock, adjustable compression, rebound and preload, 135mm travel

WHEELS/TYRES

Wheels Five-spoke, cast aluminium

Front: 17 x 3.5 **Rear:** 17 x 6.0

Tyres Bridgestone Racing Battlax V01

Front: 120/600R17 (soft)

Rear: 190/650R17 (med)

BRAKES

Brembo

Front: Twin 330mm discs, four-piston radial calipers

Rear: Single 250mm disc, two-piston caliper

DIMENSIONS

Weight 216kg (wet, claimed)

Seat height 830mm

Max width 770mm

Max height 1160mm

Wheelbase 1450mm

Fuel capacity 17L

PERFORMANCE

Fuel consumption Not given

Top speed Over 360km/h

CONTACT & SALE INFO

Testbike Kawasaki

Contact www.kawasaki.com.au

(02) 9684 2585

Colour options Mirror coated black / real carbon

Warranty Not applicable (track bike)

Price \$60,000 (+ Pre Delivery Inspection costs)

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Normal acceptance criteria applies. *PRICE GUARANTEE CONDITIONS: We guarantee to beat our competitors price on motorcycle insurance policies excluding our Platinum Cover. The guarantee also applies to existing QBE motorcycle insurance policies that are on renewal. Price guarantee is based on our standard price compared to competitors for policies with a comparable list of insured events. Offer valid for the first 12 months of insurance, after this premium will be charged at the competitive QBE standard rate. We only guarantee to beat the price of APRA authorised insurers who hold an ASFL issued by ASIC. Guarantee does not apply to any free offers of insurance. Insurance is issued by QBE (Australia) Limited ABN 78 003 191 035. To decide if a policy is right for you please carefully read the Product Disclosure Statement which is available at www.qbe.com.au or by phoning us on 1800 24 34 64.

Brutal Displacement

Aprilia's Tuono was once the nakedbike king, but pretenders to the crown surfaced. Now a big new model is **back on top**

■ STORY ALAN CATHCART ■ PHOTOGRAPHY KEL EDGE



To keep its hitherto supreme V4 Tuono naked musclebike one step or more ahead of the competition from Austria, Germany and Italy, rather than nominally updating it with a few more stickers and a couple of revised engine maps, Aprilia has taken the most straightforward route to delivering extra power and torque, and simply added cubes. It's taken the uprated 999.6cc 65° V4 motor found in the new RF/RR superbike duo, and maxed out its already radically oversquare 78x52.3mm dimensions with a 3mm overbore to 1078cc, thus increasing power to 129kW (173hp) at 11,000rpm, up from 126kW (169hp). But the biggest gain is in torque, with 121Nm now available at 9000rpm, compared to

115.5Nm on the previous one-litre version. Even more to the point, there's already 15kW more than before at 8000rpm, and a far flatter torque curve for greater lowdown grunt.

The Aprilia press launch ride for its new super naked model was a same-day postscript to the track test of the new RSV4 sportsbike, an afterthought event comprising a mere 60km in land loop from the Misano race circuit along narrow, bumpy, traffic-choked roads which at no stage allowed the use of fifth gear, let alone sixth. It gave no opportunity to evaluate the bike truthfully – strange, since as the serial winner of multibike shootouts since its 2011 launch, the Tuono is surely a key model in Aprilia's range. As a result, I





The Tuono hasn't been watered down at all: **on the contrary**

declined to write a word about it until I'd had the chance to ride the Tuono 1100 properly – which occurred three weeks later, spending a day riding through the foothills of the Dolomite mountains with test rider Alessandro Rizzi on a similar bike.

This was good, because the Tuono is a phenomenal real world streetbike that's even better than before – and it was already top dog in the supernaked sector. A revamped riding position comes via the one-piece tapered handlebar, which is a little shorter and flatter than before, so you're inclined slightly forward, loading up the front wheel with your body weight. It's not at all uncomfortable and doesn't tire your wrists or shoulders, and the new 15mm lower seat is better padded and more accommodating, compared to the previous bum-numbing plank. Though you feel more a part of the bike, there's a more spacious riding position than on the RSV4, thanks to lower footrests which are still seriously rearset, so this is indeed a sporty stance.

When I rode the original Tuono V4R five years ago I was convinced it was the best all-round real-world sportsbike I'd yet ridden. Challengers have come along since then, headed by the KTM 1290 Super Duke and BMW S1000R, but the cubed-up Tuono has unquestionably regained supremacy. It's a versatile, practical everyday motorcycle with phenomenal performance that's completely at home in all kinds of riding conditions, from bumbling along in third gear through city streets at low revs, to blasting along at an indicated 160km/h on the extremely legible and informative digital dash.

Unlike many naked bikes that are spin-offs from sports models, the Tuono hasn't been watered down at all: on the contrary, it has 7Nm more than the new version of the RSV4, and just 12 per cent less power, but with an even fatter midrange. And you can't help but relish that as you scoot from one turn to another along a winding country road, as you surf the Tuono's wide torque curve. It's got such a meaty midrange that it's now become

MAIN: Upright riding position, rear set pegs and wider bars don't compromise razor-sharp steering

TOP LEFT: Tuono RR fork comes from Sachs, while the Factory gets Öhlins, each offering 110mm of travel

ABOVE: The same manufacturers supply the rear suspension, fully adjustable monoshocks giving 130mm travel

Technical

Multicylinder Muscle

MOST OF THE overbored Tuono's 81 x 52.3mm 1078cc 65° V4 engine was redesigned in line with the new RSV4R featured in detail in AMCN Vol 64 No 24.

However, the new Tuono 1100 engine retains the cylinder heads and cam profiles of the older V4 engine, rather than the uprated items found on the new RSV4. The four-valve combustion chambers are still cast in rather than machined from solid, and while the pairs of 32mm titanium inlet

and 28mm nimonic steel exhaust valves are unchanged, the valve timing differs, for greater torque. The airbox is unchanged and the bank of four 48mm Marelli throttle bodies are still fitted with single injectors upstream of the throttle butterfly, not the Superbike's dual injectors. All four intake trumpets are fixed to the throttle bodies and are 20mm longer to fatten low-rpm pickup and midrange. The trio of throttle maps are now Race, Track and Sport instead of Track, Sport and Road.

The gearbox is the same as the RSV4R and, as on the RSV4,

there's an ECU-controlled exhaust power valve to aid bottom-end grunt and cut noise when riding in urban areas.

This uprated engine is fitted in an unchanged RSV4 multi-adjustable twin-spar frame made up of aluminium pressings and castings forming a light, stiff chassis weighing 10.1kg, plus another 5.1kg for the asymmetric swingarm. This is 4mm longer, to improve traction and combat wheelies via the longer 1450mm wheelbase, and as on the new RSV4R models, the Tuono's engine sits 5mm lower for extra

stability and power delivery.

A claimed dry weight of 184kg (one kilo more) for both versions of the Tuono is evenly split 50/50 front to rear. Pirelli Diablo Supercorsa tyres are fitted, with a 190/55 rear as standard, but with 190/50 and 200/55 options.

The RR model is available in either Donington Blue or Portimao Grey (shouldn't the names be the other way around?), while the Factory only comes in Aprilia Superpole livery inspired by its Superbike racer.

Aprilia leads the world in electronic rider aids and the

Quick shifts

The six-speed side-loading cassette-type gearbox has straight-cut primary gears, a ramp-type oil-bath slipper clutch and the same revised ratios as the new RSV4 RR



updated APRC electronics package is standard on the Tuono 1100. The three-stage RBW digital throttle offers three riding modes, eight-level traction control, three-level anti-wheelie control, three-stage launch control, engine braking control, the electronic quickshifter and a recalibration program which detects the type and make of tyres fitted and adjusts the electronic programs accordingly. The switchable Bosch 9MP ABS has three settings if left on, each with a greater or lesser degree of rear wheel lift mitigation – the electronic anti-

lift system which monitors the degree by which the rear wheel is lifting off the ground under braking: as the rear wheel lifts, the degree of ABS intervention decreases, to avoid the risk of the rear wheel lifting high enough to deliver an endo.

Aprilia has not fitted cornering ABS as adopted by rivals like Ducati and BMW, but the three modes are recalibrated for more sporty use. Each offers different levels of engine braking, which can be tailored for any corner on a given racetrack via a smartphone: Aprilia believes many Tuono 1100

owners will use their bikes for track days, if not actually race it.

A smartphone on a special bracket can access an optional Bluetooth package called V4-MP which has telemetry support, including data logging.

In addition to settings for each different bend, the datalogger records real-time speed, lean angle, throttle position and TC/anti-wheelie intervention, plus revealing where time is lost or gained, lap by lap.

Yet again Aprilia is leading the field with another electronic riding aid advance.



Plank no more

The rider's seat height is 15mm lower at 825mm, is more comfortably padded, and has ample pillion space

**Orchestra**

A 4-2-1 stainless steel exhaust has a single oxygen sensor, a three-way catalyst, and a reed valve to admit air when the engine is cold to help counter cold-start pollution issues

Stick it in fourth gear and barely bother **to shift**

a sort of sexed-up twist-and-go maxi scooter with Superbike engine performance and track-derived handling.

It's so flexible yet so responsive and so torquey that you can just stick it in fourth gear and barely bother to shift up or down, letting the engine run as low as 2000rpm exiting a turn without any transmission snatch, then riding the waves of torque all the way to the 11,000rpm power peak and way beyond – the revlimiter cuts in almost apologetically at 13,500rpm. With the real power threshold as low as 4000rpm, this is an unbelievably easy bike to ride for something so powerful, but that's not to say it isn't thrilling as well.

There are three engine maps, with the R-for-Race delivering the full engine performance via an immediate throttle response which will have you clicking up the eight-stage traction control to stop the rear 190-section dual-compound Pirelli Diablo Supercorsa (a 200-section rear is also homologated) going walkabout exiting a tight turn. This is too aggressive a map for road use, so



RIGHT: More grunt, almost the same weight, sharper steering and minor tweaks put the Tuono back on top

keep it for track days. The TC can be altered while riding without closing the throttle or turning off the engine and operates smoothly with the ride by wire (RBW) throttle. It doesn't cut out the engine or flutter the ignition, just decisively prevents the bike accelerating and breaking traction, with a flashing light on the dash telling you you're being protected.

At the other end of the scale the S-for-Sport is much less fierce, though I liked the intermediate T-for-Track map best for real-world road riding. It still gives maximum power and torque but with a smoother delivery in all gears, which came in handy especially in tighter turns and hairpins. It's possible to dial up a combination of engine map and APRC settings to suit the riding conditions and even the mood in which you find yourself, so versatile, accommodating and effective is the Aprilia's electronic rider aids package, even if there doesn't seem to be a reduced-power W-for-Wet map any more, which is strange.

Of course none of that works unless you get the basic engine package right, and Aprilia's chief

HOW WE DID IT Aprilia R&D boss Piero Soatti speaks

PIERO IS THE leader behind the scenes at Aprilia's Noale-based factory. We ask him how the Tuono 1100 came about.

Why make an 1100cc version of the Tuono?

We saw some of our rivals were challenging the Tuono's supremacy in the nakedbike class, so we decided to respond. The aim was to improve its effectiveness on track, while enhancing the riding pleasure on roads.

When did you start work on the new 1100 engine?

Not a lot of time ago – maybe just 14 months before the launch. We decided to make it 1100 because we were looking for more torque and midrange power, so it was a nice spinoff that we had more outright power, too. Our original idea was to put the RSV4 Superbike engine in the Tuono, and we made a prototype to test. Okay, there was more performance, but it was not what we were looking for – it wasn't so much fun to ride on the street, and what we wanted was a bike that could be appreciated by riders with different levels of skill. So we looked at another solution.

When the RSV4 engine was designed in 2006, it was intended that it could go as big as 81mm bore, but then we made it smaller because the FIM imposed a 1.5:1 bore-to-stroke limit on four-cylinder machines to protect the 1000cc twins. By the time this restriction was removed from the WSBK rulebook (2008, when they allowed 1200cc twins) it was too late for us to change.

So to get more displacement for more torque, we simply took the bore from 78mm to the 81mm we intended it should be, with the same stroke.

There's no auto-blipper system on the Tuono or the RSV4, which seems strange considering Aprilia has always led the field in electronic assistance, and so many of your rivals have now adopted this. Why not?

We are working on it. We have the technology, because it's on the Superbike racer. But we are behind in bringing this to the street, though it will follow later this year.

More offset

Tuono 1100 has fully adjustable suspension via a 43mm upside-down fork set at an angle of 24.7° (down from 25.1°), with a less rangy 99.7mm of trail (107.4mm before), thanks to the 35mm offset of the triple clamps, up from 30mm

Stoppers

Front brakes are Brembo's benchmark radial four-piston Monobloc one-piece M432 calipers gripping 320mm floating discs, mounted on a 3.50in cast aluminium wheel. Its 6.00in rear counterpart carries a 220mm disc with two-piston caliper





This is the same chassis that the reigning world Superbike **champion** has



R&D engineer Piero Soatti and his colleagues have achieved this in adapting the RSV4 engine for the Tuono. In spite of that increased torque, the clutch is light and progressive in slow traffic or urban conditions and the Aprilia won't cramp up your hand. This is a friendly Superbike-turned-streetfighter whose V4 engine starts delivering serious performance as the tacho needle hits 5000rpm, and engine acceleration picks up faster. From 7000rpm acceleration becomes explosive and with peak torque delivered at 9000rpm, that's where the front wheel started to pop up lazily exiting a turn in second gear, and again hitting third. Hold the gear and at 10,000rpm there's another dose of top-end power that will send you rocketing forward as the engine heads for the revlimiter in a way that's seriously satisfying and definitely dramatic. There's a degree of real-world rideability that's intoxicating, especially when combined with the APRC rider aid package. You can't help appreciating the smoothness of the perfectly dialled-in powershifter – no auto-blipper for clutchless downshifts, which is a pity – allowing you to tap in one gear after another with the throttle wide open in a manner worthy of a factory Superbike racer.

In spite of the subtly altered chassis geometry, the new Aprilia's handling is on a par with the RSV4's, which is to say: excellent. It should be, since this is the same chassis that the reigning world Superbike champion has. The one-piece handlebar gives enough leverage that you can soon forget about the longer wheelbase compromising agility, but the big surprise was how stable the Aprilia



ABOVE: Unlike on many other bikes, grab handles are integrated into the rider's seat – an effective and elegant design

super-streetfighter was under acceleration. No handlebar waving in the wind, no speed shimmy even when you hit a bump, just totally planted. Aprilia was aware this could be a problem on a nakedbike with such a high potential top speed, so it did extensive wind tunnel testing in redesigning the half-fairing, and especially, made sure it's mounted to the frame, not the fork, in pursuit of stability. The Sachs suspension on the RR version was a little stiff, but both the piggyback nitrogen rear shock with the variable-rate linkage off the RSV4, and the 43mm upside-down fork are fully adjustable: compression damping in one leg, rebound in the other, so with more time it could be dialled in better, even if there's only 110mm of front wheel travel.

I couldn't complain about the brakes, especially with some engine braking left available by the settings chosen for the slipper clutch and the variable engine idle speed program dialled in to the APRC. With the taller one-piece handlebar it's best to ride the Tuono through turns without hanging off – you're faster if you just use the leverage from the 'bar to steer it, with a bit of help from your knees as you remain in situ. Less work, too, leaving you to just focus on enjoying the ride aboard this streetfighter supreme.

And that's what the new Aprilia Tuono 1100 RR very definitely is – it's once again become the benchmark in real-world motorcycling. Don't believe me? Try it for yourself. ■



Get smart

The optional V4-MP smartphone package assesses performance on the fly to finetune the Tuono engine, and immersive virtual telemetry lets you replay your ride afterwards

specs

Aprilia Tuono RSV4 1100RR



ENGINE

Configuration 65° V4
Cylinder head DOHC, four valves per cylinder
Capacity 1078cc
Bore/stroke 81 x 52.3mm
Compression ratio 13.0:1
Cooling Liquid
Fueling EFI, 4 Marelli 48mm throttle bodies
Power 129kW @ 11,000rpm (claimed)
Torque 121Nm @ 9,000rpm (claimed)

TRANSMISSION

Type 6-speed, quick-shift cassette type
Clutch Wet, slipper-type
Final drive Chain

CHASSIS

Frame material Aluminium
Frame layout Twin spar
Rake 24.7°
Trail 99.7mm

SUSPENSION

Sachs (Factory: Öhlins)
Front: 43mm USD, adjustable compression and rebound, 110mm travel
Rear: Monoshock with piggy-back, fully adjustable preload, compression and rebound, 130mm travel

WHEELS/TYRES

Wheels Aluminium alloy (Cast)
Front: 3.5 x 17 **Rear:** 6.0 x 17
Tyres Pirelli Diablo Supercorsa
Front: 120/70ZR17
Rear: 190/55ZR17 (Factory: 200/55ZR17)

BRAKES

Brembo
Front: Twin 320mm discs, four-piston radial calipers
Rear: Single 220mm disc, two-piston caliper

DIMENSIONS

Weight 184kg (dry, claimed)
Seat height 825mm
Max width 810mm
Max height 1080mm
Wheelbase 1450mm
Fuel capacity 18.5L

PERFORMANCE

Fuel consumption Not given
Top speed Not given

CONTACT & SALE INFO

Testbike Aprilia
Contact www.aprilia.com.au
Colour options Donington Blue, Portimao Grey, (Factory: Superpole)
Warranty Two years, unlimited km
Price \$23,000 rideaway
Factory \$25,000 rideaway

MotoGP Wannabe

Now you can do something Marc Marquez and Dani Pedrosa can't – you can ride a MotoGP bike **on the road**

■ STORY ALAN CATHCART ■ PHOTOGRAPHY HONDA

Honda has finally debuted its long-awaited and much-hyped RC213V-S, the “absolute MotoGP machine for the street” first seen last November at the EICMA Milan Show.

The bike's a racer-with-lights closely based on the RC213V Casey Stoner took to the world title 2011, before it gained two further titles in the hands of Marc Marquez.

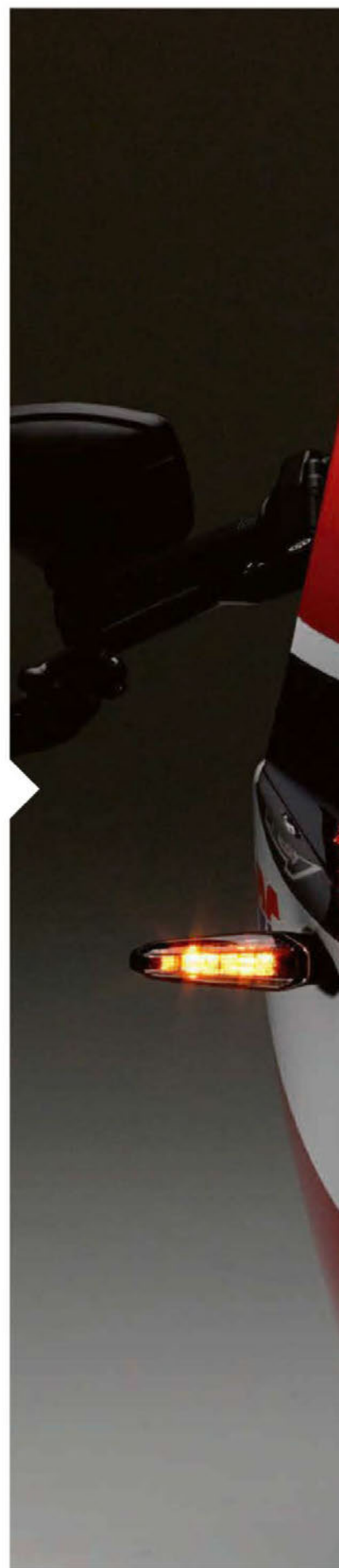
Under development for three years as a purportedly road-legal replica of the MotoGP world champion 90° V4 999cc racebike, the production-ready customer version was unveiled on 11 June at the Catalunya GP by Repsol Honda riders Marc Marquez and Dani Pedrosa, and HRC boss Shuhei Nakamoto. Three days later, retired world champ Casey Stoner showed off the bike in action for the first time with a single race-day parade lap for fans at Catalunya.

Available in either unpainted carbon fibre or Honda's historic Freddie Spencer-era red, white and blue livery dating from HRC's 1982 foundation, the bike goes into production in September with first deliveries in October. Flagged in advance as a high-priced item, it will meet homologation requirements for street use but will be sold only in Japan, the USA, Australia and Europe. In Australia, the price is quoted as \$244,000 including

GST. Honda will only start taking orders at midnight Central European time on 13 July, via a dedicated website (www.rc213v-s.com). An optional track only Sport Kit will be available for €12,000. The kit won't be available in the USA or Japan, where performance will be restricted compared to bikes sold in Europe and Australia.

Against the “over 175kW” that Honda admits its MotoGP racer now produces, the standard RC213V-S 16-valve V4 motor with gear-driven DOHC is claimed to produce 117kW at 11,000rpm in streetlegal form, running 13:1 compression and a Euro 3-compliant twin-catalyst exhaust with full silencing, and a rev ceiling of 12,000rpm. With the Sport Kit – essentially a 4.8kg lighter titanium race pipe devoid of catalysts, a new front fairing with ram air ducting replacing the LED headlights and a race-level electronics package with a higher 14,000rpm limiter – this increases by 35 percent to 158kW at 13,000rpm on a bike weighing 10kg less than its streetlegal counterpart at 160kg dry – so, not so far off the RC213V racer's quoted “over 158kg after racing” i.e. with oil, water and with as much fuel they finished a GP with – usually just fumes. Torque rises too, from 102Nm at 10,500rpm in streetbike mode to 118Nm at the same revs with the Sport Kit.

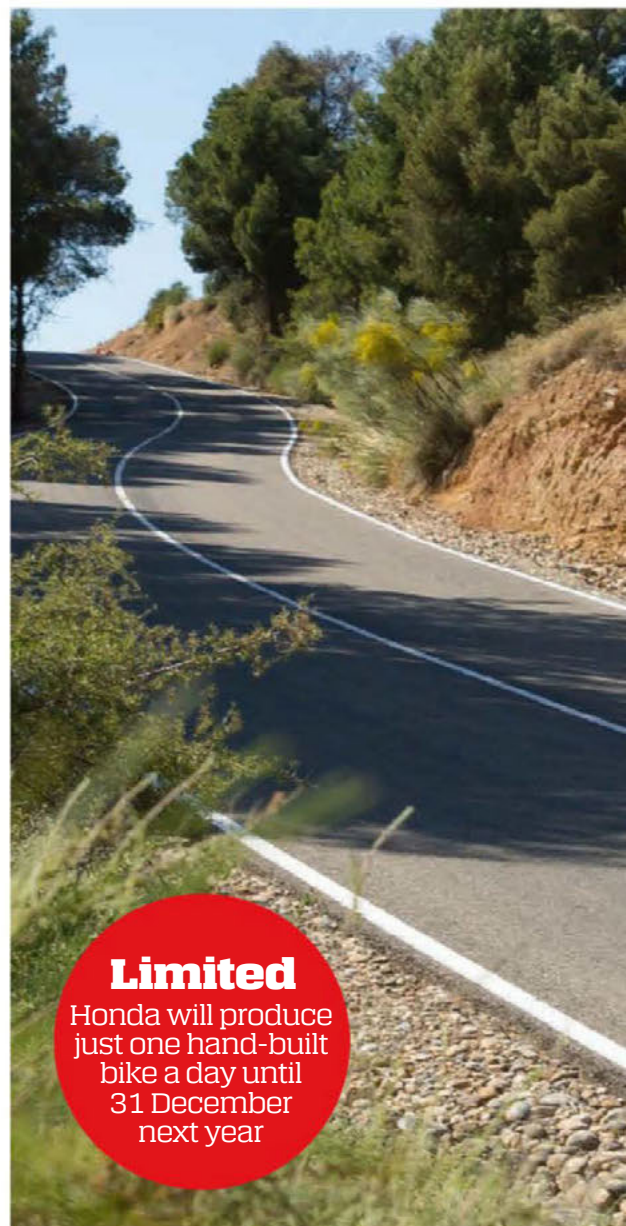
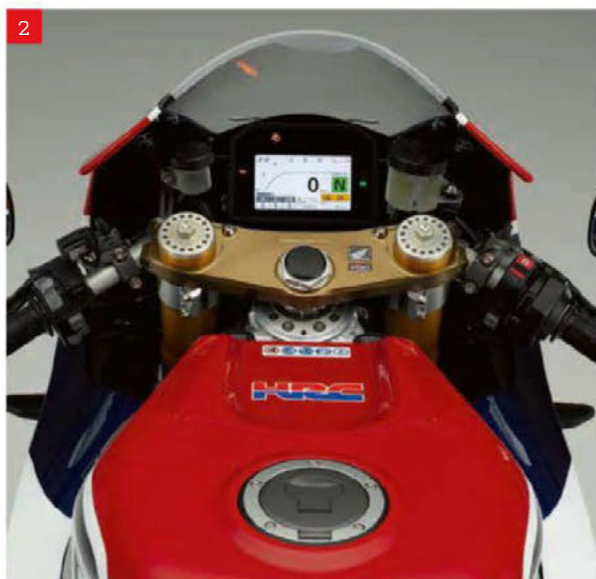
USA-delivered bikes will only be





**You
beauty!**

Australia is one of
just a handful of
countries to get the
full-strength
RC213V-S



Limited

Honda will produce just one hand-built bike a day until 31 December next year

available in severely strangled form, with a 9400rpm limiter which restricts power to 75kW, and torque to just 90Nm, both at 8000 revs. The lack of space on such a densely packaged racer-with-lights to make room for the bulky exhaust silencing needed to meet US noise regulations, meant the only solution was to back off the revs.

For legal reasons the Sport Kit won't be available at all in the USA though it will be in Japan, where for similar reasons the street-legal version of the bike is detuned still further, to just 51kW at 6000rpm! Expect lots of Yank buyers to have their bikes sent to relatives in Europe or Australia – in which case they'll have to go back to be serviced, as Honda will appoint just a handful of dealers with the special tools to work on the bikes.

While each bike will be individually numbered, Honda hasn't imposed a production ceiling beyond the order book closing on 30 September this year and production stopping at the end of next. In 2017, Euro 4 compliance is required for all new motorcycles, which the RC213V-S cannot

MAIN: Exclusivity comes from rarity – and a quarter-million dollar swing-ticket

1. The 80 percent of commonality includes the RC213V's chassis and swingarm
2. Full colour multi-mode datalogger has some added features – like a speedo
3. Street gear includes separate 2-1 silenced exhaust systems for each cylinder bank
4. Fully adjustable Öhlins suspension, with a gas-charged TTX25 fork up front

meet. Honda's target of making one bike per day in a dedicated workshop at its Kumamoto factory means a run of about 400 bikes in 15 months can be achieved in the Japanese six-day working week.

Around 80 percent of the bike is the same as the works racer. Besides fitting a starter motor, speedo, licence plate holder and lights, the other 20 percent include the use of valve springs in place of the racebike's pneumatic valves, as well as the carbon-reinforced plastic bodywork, titanium fasteners and rotary steering damper. The wheelbase is 30mm longer: 1465mm on the streetbike.

Inside the V4 999cc motor, with the shared 81 x 48.5mm dimensions, sandcast crankcases and the train of nine gears driving the twin overhead cams per cylinder bank, are the same titanium valves and conrods as on the MotoGP racer, with the same twin injectors – one top-sprayer above each 48mm throttle body inside the air-filter casing, another above the butterflies. Honda claims the new bike is "closer to a MotoGP bike than any road-going model ever offered to the public," which overlooks

For legal reasons the sport kit won't be available at all in the USA



Ducati's 147kW Desmosedici RR announced in 2004, of which 1500 examples were made. Perhaps the claim refers only to previous Hondas: the company's last limited-edition GP-derived streetbike, the oval-pistoned NR750 of which 322 examples were built in 1992-93, was far from being a racer-with-lights by dint of its weight and bulk.

The RC213V-S is a milestone in Honda's history: the first Honda sportsbike with electronic rider aids, something the company has avoided fitting to its CBR1000RR Fireblade. It's also the first Honda roadbike fitted with a ride-by-wire digital throttle. Its ECU offers five distinct riding modes, three-stage power selector throttle variability, nine-level traction control, and four-stage engine braking control, as well as a quickshifter – though as yet no auto-blipper. Maybe that'll be added when production begins, to ensure this MotoGP-derived masterpiece at least offers the same features as much less costly but equally powerful current-day Superbikes like the BMW S1000RR, Yamaha YZF-R1 or Ducati 1299 Panigale.

The origins of the RC213V-S date back to the 2012 French GP and a late-night social get-together for Honda executives at a café in Le Mans. Present were chief engineer for bigger-capacity models, Yosuke Hasegawa, and Honda Europe's Head of Product Planning, Dave Hancock, who's worked on the development of every significant new Honda in the past 25 years.

"Hasegawa-san and I were bemoaning how the recession had killed the passion for engineering which Honda had expressed via certain models," he recalls. "He asked what we should do to regain that, and I told him we should take Casey Stoner's RC213V MotoGP bike and stick lights and a numberplate on it. By the time we went to bed at 3am we'd convinced ourselves what a great idea this was, but I never heard any more until six months later, when he e-mailed me to say he'd got approval to start development. Since then his hair has turned grey with the pressure of getting it right! Seriously, we knew there could be no half measures, and while the bike had to be detuned



90-degree V-4

uses forged three-ring pistons rather than the racer's two-ring versions and drives through a conventional six-speed cassette gearbox, rather than the racer's seamless shift transmission, albeit with the same assisted dry slipper clutch



Yutaka Disc Brakes

use a metal alloy, rather than carbon fibre rotors, and race-spec Brembo Monobloc calipers. Marchesini forged magnesium wheels are shod with Bridgestone RS10 rubber, so the tyres were developed by MotoGP's control-tyre supplier



Rear suspension

includes an Öhlins TTX36 rear shock with high and low-speed damping, operated by the same Pro-Link linkage as the racer

The rumoured street version of the iconic V5 RC211V did indeed exist

for sale in the USA and Japan, what matters most is that it has all the technology we put into the MotoGP bike – so the actual race Öhlins suspension, not roadbike stuff, plus all the electronic programmes off the racer that we have never put on a roadbike before, and so on.

“I first rode it two years ago, then the final version in February, before it was signed off for production and while you need to have the Sport Kit installed to get the kind of eye-opening engine performance the MotoGP bike has, even the restricted US-market streetbike has the same fantastic handling as the racer. It won't disappoint – I'm sure of that.”

Honda's COO Tetsuo Suzuki, who's been close to the project confirms this. “When I rode the bike myself, I couldn't believe how easy it is to steer, and how quickly it turns corners,” he says. “We consider the power of the MotoGP bike inappropriate for public roads, so our development focused on recreating its agile handling and manoeuvrability. I believe our engineering team did a great job.”

Yosuke Hasegawa, the man heading that team – and who took the brandy-fuelled Great Idea conceived late at night with Dave Hancock into production – says doing so wasn't easy.

“With restrictions on performance and different noise emissions and highway regulations for various markets, it's much harder to turn a racer into a streetbike than a streetbike into a racer,” he says. “We focused on making the RC213V-S fun to ride, manoeuvrable in a way that only MotoGP riders can experience. Even a Superbike doesn't have the same agility and precise handling that comes from a concentrated mass, reduced weight and carefully

calculated chassis geometry as the RC213V-S.”

The RC213V-S is not Honda's first attempt at bringing world title-winning MotoGP technology to the street – the rumoured but never confirmed street version of Honda's iconic V5 RC211V title-winner (Rossi 2002, '03 and Hayden '06) did indeed exist – but as a possible replacement for the CBR1000RR Fireblade, rather than a racer-with-lights like the new model.

What changed between the still-born V5 project and the decision to go ahead with the RC213V-S?

COO Tetsuo Suzuki: “The RC211V project had a different purpose,” he replied. “If we had continued with a V5 design, it would have been for large volume production – so in bigger numbers than we expect to make of the RC213V-S. It is not the same type of motorcycle, so we had no change of mind.”

If enough orders for the RC213V-S are received, could production continue beyond the end of 2016?

“We cannot do this for street-legal bikes sold in Europe, because of Euro 4,” says Suzuki-san. “But we might consider it for track-use only, or for other regions. But first we must see if we receive many orders for such a high priced machine, which I don't think will be so easy!”

For Honda, the RC213V-S recalls the Way It Was, when Soichiro Honda ensured his engineers grasped every opportunity to show the company's technical capability and engineering skills.

Asked if the RC213V-S was a return to Honda's V4 traditions dating back to 1982 that would be replicated on other, less-expensive models, Mr. Suzuki smiled broadly and replied, “We never forgot the V4 at Honda – and we never will!” ■



MAIN: Not even Marc Marquez gets one as company transport

1. Combo lever protector and bar-end mirror – not ideal for lane splitting

2. Parts bin special: a standard Honda switchblock does the job on the pricey bike



specs

Honda RC 213V-S



ENGINE

Configuration 4-stroke
Cylinder head DOHC 4-valve V4
Capacity 999cc
Bore/stroke 81.0 x 48.5mm
Compression ratio 13.0:1
Cooling Liquid
Fueling PGM-FI
Power 117kW @ 11,000rpm (claimed)
Sport Kit: 158kW @ 13,000rpm (claimed)
Torque 102Nm @ 10,500rpm (claimed)
Sport Kit: 118Nm @ 10,500rpm (claimed)

TRANSMISSION

Type Six-speed
Clutch Dry multi-plate
Final drive Chain

CHASSIS

Frame material Aluminium
Frame layout Diamond
Rake 24.6°
Trail 105mm

SUSPENSION

Öhlins multi-adjustable
Front: Telescopic TTX25
Rear: Pro-Link TTX36

WHEELS/TYRES

Wheels Marchesini forged magnesium
Front: 17 x 3.5 **Rear:** 17 x 6.0
Tyres Bridgestone RS10
Front: 120/70ZR17 (M/C)
Rear: 190/55ZR17 (M/C)

BRAKES

Brembo radial monoblock calipers
Front: Hydraulic, Yutaka double disc
Rear: Hydraulic, disc

DIMENSIONS

Weight 170kg (dry, claimed)
Seat height 830mm
Max width 790mm
Max height 1120
Wheelbase 1465mm
Fuel capacity 16.3L

PERFORMANCE

Fuel consumption Not given
Top speed Not given

CONTACT & SALE INFO

Testbike Honda
Contact motorcycles.honda.com.au
Colour options Raw carbon-fibre or Tricolour
Warranty Not applicable
Price \$244,000 (+ORC)
Aus availability October 2015



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Flamin' Seagulls!

A missile raced a bullet, a bearded Kiwi flew, and Cam Donald shot through a wall of fire in two weeks of **motorcycle mayhem**

■ WORDS **MARK VENDER** ■ PHOTOGRAPHY **PACEMAKER, MANX DIGITAL IMAGES, BRENDAN MURPHY & IMPACT IMAGES**

As the dust settles on the dry stone walls and green fields of the Isle of Man, at Gassit HQ we're still trading stories from the races and hearing more about what went on behind the scenes.

Two talking points have been John McGuinness (aka the Morecambe Missile), and Ian Hutchinson (the Bingley Bullet), who did projectile-like speeds around the 37-mile Mountain Course. McGuinness came into the event with 21 TT victories, within touching distance of Joey Dunlop's record of 26. For Hutchinson, this was a chance to show he was back to the form of 2010, when he did a historic clean sweep of the solo races and before the Silverstone

crash that left him badly injured.

In the end the honours were shared. McGuinness looked out of sorts in the early races, but finished strongly to win the electric SES TT Zero Challenge and the all-important Senior TT, where he set a new lap record of 132.7mph (214km/h) on his Honda. And Hutchinson's comeback was a happy one with three wins.

Along with the victories, there was also controversy. Just two days before the first race, leading rider Michael Dunlop announced he was leaving Yamaha and still managed to line up a ride with BMW.

Only at the TT.

For more on the Aussies (and yeah, we're claiming Ansty as one of us), read on...







“Before bad things happen, there are signs”



CAM DONALD

IoM TT 2015 was a rollercoaster for Cam, starting with extreme weather conditions that wreaked havoc with practice sessions and saw him start the opening RST Superbike race on a Norton SG4 that still had chassis issues.

Despite that, he gave the team its first-ever race finish, coming home strongly in 18th position. His results picked up during the week, with two 13th places in the Supersport TT races on the Padgetts Honda.

His confidence growing, Cam hopped back on the Norton for the Senior TT, but it was a race from hell. He was racing just behind Jamie Hamilton when the Northern Irish racer crashed

badly and his tank exploded. Cam had to hold on and hope as he rode through the flames. Easing back to the pits afterwards at around 100mph, a seagull flew into his helmet. Then his fuel cap fell off.

“A lot of times in racing, before bad things happen, there are signs. I thought, well I’ve ridden through a fireball, I’ve been hit in the head by a seagull, my fuel cap’s come loose – maybe today’s just not my day.” Bravely (or stupidly) he battled on, setting a record lap for himself and the SG4 before his race was ended by a stripped rear sprocket.





“Fastest Aussie in history – I’m knackered!”

DAVE JOHNSON

SOME SNIFFED AROUND for controversy when Davo came in to the Smiths Racing team to replace 2014 TT winner and namesake Gary. But it was the results board that did the talking as our man enjoyed a fantastic fortnight, finishing as the fastest Aussie ever around the Mountain Course with a 131.5mph lap in the Senior TT.

While most of the cameras were pointed at teammate Guy Martin – who managed a third place on the Smiths Triumph in the second Supersport TT and fourth in the Senior TT on the Tyco BMW after a bad start – Davo powered on with

a 10th in the RST Superbike TT (Smiths BMW), an 11th and a 10th in the two Supersport TTs (Smiths Triumph), a sixth in the RL360 Superstock TT (BMW), a 15th in the Lightweight TT (Kawasaki) and ninth in the Senior TT (BMW) – three places ahead of the man he replaced.

Later he tweeted, “131.5mph, fastest Aussie in history, another top 10, finishing ninth – I’m knackered!”





ALEX PICKETT

This wasn't the first IoM TT for the 21-year-old Aussie, but it might be one he'd rather forget.

Things were looking promising as he came in on the more powerful BMW S 1000 RR. He was just getting to grips with it when his teammate, Frenchman Franck Petricola, was killed in qualifying crash.

A shaken Alex did some soul-searching before deciding to go ahead. But on the first lap of the Superbike TT, visor problems forced him into the pits where a scrutineer spotted water coming from his radiator and it was

race over. In the next race – the Superstock TT – Alex crashed and was taken to Nobles hospital by helicopter. He escaped without any broken bones.

"I think I put a bit too much pressure on myself to do better than last year, especially considering I was on a faster bike. More horsepower doesn't necessarily mean faster lap times though. Onwards and upwards."



"I think I put a bit too much pressure on myself"





BRUCE ANSTEY

Competing at the Isle of Man for an incredible 18th time, the 45-year-old Kiwi looked every bit the grizzled veteran as he turned up bearded and ready to race on his Padgett's Honda.

All that time he saved not shaving obviously paid off as he took the opening Superbike race – a hugely popular win and his first victory in a TT six-lapper.

"This is the one I've been waiting for for 50 years," he joked at the post-race press conference. "I finally got it."

Bruce went on to claim three second places, pushing both Ian Hutchinson (in the two

Supersport TTs) and John McGuinness (in the TT Zero) all the way.

While he'll be remembered for the victory, he's also gained a lot of admirers for the way he saved what could have been a nasty crash when he caught a kerb at the top of Bray Hill in the first Supersport TT. Incredibly, he rode on to grab second.

The whole thing was captured on camera – Google "Anstey balls of steel" (or something like that). and check it out.



"This is the one I've been waiting 50 years for"



THE BEST OF THE REST



John McGuinness looked out of sorts in



ABOVE: Michael Dunlop walked out on Yamaha and reverted to his BMW from last year, taking a second in the Superstock race

LEFT: Steve and Matty Ramsden get air in their outfit, en route to a pair of top-10 finishes in the class

BELOW LEFT: James Hillier did a demo lap on the Kawasaki H2R - almost as quick as AMCN's Youngy at Phillip Island (see pg 38)

BELOW: John McGuinness uses all his suspension travel after leaping off Ballaugh Bridge

TOP RIGHT: McGuinness claims that bookies offering 18:1 odds on him winning again spurred him to his 22nd and 23rd TT wins

BOTTOM RIGHT: Comeback King: Ian Hutchinson was on the podium in every race he entered with three wins, a second and a third



Isle of Man TT 2015 Results

PokerStars Senior TT			
	NAT	Bike	Av. Speed
1 John McGuinness	ENG	Honda	130.481mph
2 James Hillier	ENG	Kawasaki	130.038mph
3 Ian Hutchinson	ENG	Kawasaki	129.832mph

Bennetts Lightweight TT			
	NAT	Bike	Av. Speed
1 Ivan Lintin	ENG	Kawasaki	118.936mph
2 James Hillier	ENG	Kawasaki	118.802mph
3 Michael Rutter	ENG	Paton	117.657mph

Monster Energy Supersport TT 2			
	NAT	Bike	Av. Speed
1 Ian Hutchinson	ENG	Yamaha	125.803mph
2 Bruce Anstey	NZL	Honda	125.373mph
3 Guy Martin	ENG	Triumph	124.877mph

SES TT Zero Challenge			
	NAT	Bike	Av. Speed
1 John McGuinness	ENG	Mugen	119.279mph
2 Bruce Anstey	NZL	Mugen	118.857mph
3 Lee Johnston	N-IRL	Victory	111.620mph

RL360 Superstock TT			
	NAT	Bike	Av. Speed
1 Ian Hutchinson	ENG	Kawasaki	129.197mph
2 Michael Dunlop	N-IRL	BMW	128.673mph
3 Lee Johnston	N-IRL	BMW	128.422mph

Monster Energy Supersport TT 1			
	NAT	Bike	Av. Speed
1 Ian Hutchinson	ENG	Yamaha	125.451mph
2 Bruce Anstey	NZL	Honda	125.228mph
3 Gary Johnson	ENG	Yamaha	124.733mph

RST Superbike TT			
	NAT	Bike	Av. Speed
1 Bruce Anstey	NZL	Honda	128.749mph
2 Ian Hutchinson	ENG	Kawasaki	128.526mph
3 James Hillier	ENG	Kawasaki	127.550mph



the early races, but he finished strongly



World War Speed

Fifteen years before World War II the motorcycle land-speed record changed more often than at any other time in history. A time, for a while at least, when British twins **ruled the world**

■ STORY **MAT OXLEY** ■ PHOTOS **MO & AMCN ARCHIVE**

A JAP V-twin took the world record for the first time in 1924, at 118.98mph (188.8km/h), and took it back for the seventh time in 1937, at 169.98mph (271.968km/h). As war loomed, a bunch of plucky JAP enthusiasts tinkering in their sheds took on the combined might of BMW and Gilera, whose fascist backers were hell-bent on creating illusions of national superiority. In 1937 Gilera then BMW pushed the record to 170mph (272km/h). But it was far from over...

In 1923 genius development engineer Claude Temple rode a British Anzani to a new record of 108mph (172.8km/h) at Brooklands, but soon bikes were getting too fast for the confines of a suburban speed bowl. So over the next 15 years speed freaks congregated on smooth and straight roads across Europe: most notably Arpajon in France, Gyron in Hungary and Cork in Ireland. By the mid-1930s the first stretches of autobahn and autostrada also became happy hunting grounds for speedsters – though the Germans and Italians were keeping these to themselves.

The Arpajon road headed south from Paris towards Orleans, straight as an arrow for 7.2km. Straight, yes, but narrow and bordered by trees. The pre-war record contest had its greatest day here in August 1929 when two Britons duelled for the honour of being the world's fastest motorcyclist. Both were powered by JAP's new long-stroke 80 x 99mm JTOR engine – inspired by the company's successful long-stroke speedway engine.

The record changed hands four times that day, with Bert Le Vac's final 126.75mph (203.98km/h) run on his 60hp Brough Superior edging out Joe Wright's similarly powerful Zenith. This speed feast was witnessed by 20,000 fans picnicking by the road oblivious to the dangers, until Ernest Eldbridge came past in a 300-horsepower Fiat car, "skidding continuously at 150mph taking the entire width of the road, the spectators finding cover behind trees".

Despite his Gallic-sounding name, Le Vac was British. He was a brave rider and a talented development engineer who went by the name of The Wizard of Brooklands, thanks to the number of





The eyes of the world upon them: JAP speedsters Joe Wright (second left in group) and Claude Temple (third left) take a bow before breaking the world record at Arpajon, France, in August 1930

records he had broken at the world's first purpose-built racetrack. He joined JAP in 1921, determined to help the company build a bike to outpace the latest Harleys and Indians. Le Vack was a taciturn, secretive type who liked to work alone behind closed doors at the JAP factory, until he left to pursue his speed dreams alone. His speciality was concocting wicked fuel brews. When he had time, he fettle TE Lawrence's Brough Superiors.

Though he didn't get long to celebrate his 1929 record because a new power was looming on the horizon – and approaching at high speed. Ernst Henne was a German road-racing champion and a BMW factory rider who had his heart set on becoming the fastest rider on earth. To this end BMW developed a supercharged 750cc R63 boxer twin. Henne did his own bit for aerodynamics by wearing white one-piece overalls (earning him the nickname The White Phantom), a teardrop helmet and a very fetching conical abdomen strapped to his backside.

In September 1929, just three weeks after Le Vack's run, Henne raised the record by almost 13km/h on a not-quite-straight highway outside Ingolstadt. Wright, a builder from Staines, and his tuner Temple knew they'd have to work hard to better that. The secret, of course, was to supercharge the JAP. This isn't an easy trick to pull off on a V-twin because it's difficult to find the right compromise between

1. Fastest man in the world, Joe Wright poses with his OEC JAP, with basic aerodynamics and teardrop helmet, just weeks after becoming the first motorcyclist to reach 150mph. But not all was as it seemed...

2. Wright, in leathers instead of his woollen record-breaking kit, and tuner Claude Temple (standing) get set for another run

3. Wright blasts his newly supercharged OEC JAP down the Arpajon road in August 1930. They held the record for three weeks before BMW bettered it by a measly 0.3mph

BELOW: The OEC JAP restored to its former glory. The patented duplex forks with friction-damping adjusters didn't catch on

compression ratio and boost on each cylinder.

And while BMW had all the facilities in the world – from dyno rooms to wind tunnels – Wright and Temple toiled in their shed with very scant resources, working by trial and error. If they wanted to test a modification they'd made to the JAP's British-made Powerplus blower and its induction system they had to trundle to nearby Brooklands and ride a few laps.

By August 1930 they were ready and travelled to Arpajon with a supercharged, JAP-powered OEC, using the Osborn Engineering Company patented, self-centering duplex front fork – just the thing for high-speed straight-line work. This time Wright raised the bar to 137.23mph (220.85km/h), though again glory was short-lived. Three weeks later the record was Henne's, this time by a measly 0.3mph.

So Wright and Temple went back to work, hastening to beat winter as they closed in on the perfect compression ratio/boost compromise. In early November they travelled to the Irish Free State to use a two-mile stretch of concrete highway between Cork and Carrigrohane. They took with them the OEC and Wright's old Zenith as back-up. By now Temple's engines were making around 100hp, a phenomenal figure for the time, though 17 of those were required to run the superchargers.

The OEC had also sprouted an alloy handlebar fairing, plus faired-in crankcases and fork. The



Nerves of steel

Going 240 km/h on a bike that looks like a garden gate, with no front brakes and on cross-ply tyres. Just think about that...

Mr JAP

Britain's unsung motorcycling hero

JOHN ALFRED PRESTWICH is the forgotten hero of the British motorcycle industry. Pa Norton, George Brough and Siegfried Bettmann and Maurice Schulte, the German migrants who founded Triumph, are all celebrated. But Prestwich? Hardly at all.

Yet Mr JAP was arguably the greatest engineer, inventor and entrepreneur of the early years of the Brit bike industry. His firm

made the most powerful, most reliable engines and were used by Brough Superior, Triumph, Matchless, Ariel, Royal Enfield, Excelsior, DOT, Sunbeam, Zenith, New Imperial, HRD and Morgan cars, among others.

Prestwich also made his own spark plugs and carburettor, with multiple jets for smoother throttle response. In 1904 he designed his first V-twin and a year later his first water-cooled V-twin.

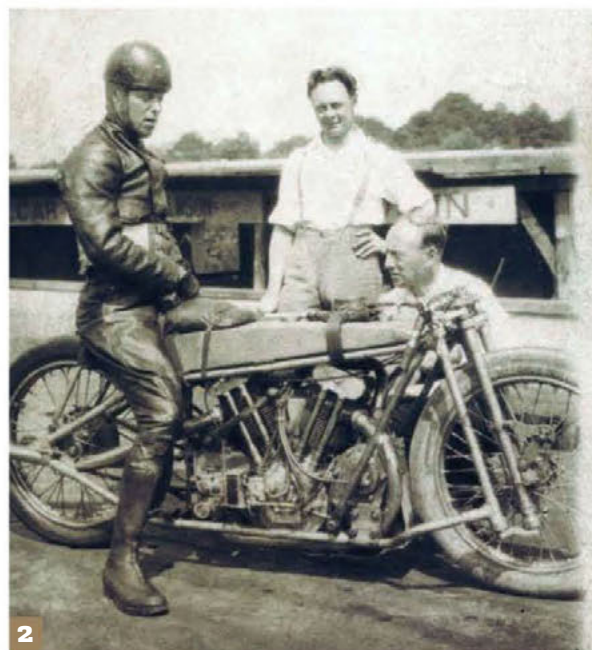
In 1908 he built a 2.7 litre V-twin for the TT, which riders rejected as being "too lively". Two years later he put the engine in a plane,

but farmers complained their horses were frightened by planes taking off near the factory in Tottenham, North London.

Prestwich patented a pulley system for continuous changes in gear ratios, effectively preempting the modern scooter. Then came throttle-controlled engine lubrication, technology the Japanese claimed in the 1960s.

In 1909 a Prestwich engine powered the first all-British plane flown by a British pilot and in 1916 a JAP-powered plane shot down a Zeppelin over London. Within a few years the Germans were





Wright and Temple
toiled in their shed
with very scant
resources



buying 35,000 engines a year from JAP; by WW2 JAP had made over a million engines.

Born in 1874, Prestwich was of that special breed of Victorian engineer and inventor who mastered new technology sweeping the western world. He made movie cameras in the first decade of cinema. A Prestwich 35mm camera filmed Scott's fatal 1913 South Pole mission.

By then JAP's gaze was on the greatest toy of the time: the internal combustion engine. There's no doubt that his background in the watch-like mechanisms of cine cameras helps explain the purity

and clarity of the numerous engine designs that flowed from his pen over the decades.

Prestwich wasn't just a brilliant and original designer of engines, he also introduced new standards of excellence to manufacturing and assembly – another reason why his engines were so reliable and popular for record breaking.

All engine parts were polished and piston crowns were highly buffed. Once assembled, engines were run at 800rpm for eight hours, driven from external shafts, then tested on a dyno, dismantled, inspected and reassembled.

Prestwich was the first British manufacturer to use the US-pioneered Go/no go system of quality control to ensure the tightest tolerances and inter-changeability of parts. For this he was awarded a medal for his "work of distinction in promoting the mechanical arts".

He also devised a new way of making pencils and was Europe's biggest pencil manufacturer, churning out 1.5 million a week.

Prestwich died in 1952. Five years later JAP was taken over by Villiers, which was later merged with Norton and Triumph in the ill-fated NVT venture.



Speed wars

Zenith had basic aerodynamic improvements, its fork covered by timber fairings wrapped in aircraft canvas.

Steely-faced Wright was a sight to behold. He had forsaken his usual two-piece leathers for a thick woollen polo-neck and breeches, taped around the neck, torso and wrists to reduce drag. The record books state he raised the record by a staggering 13mph (21km/h) to become the first motorcyclist to hit 150mph (241km/h).

But all was not as it seemed. Soon after his daring ride, Wright's OEC was exhibited at the Olympia show. But in fact he had taken the two-way record on the Zenith after the OEC had sheared an engine mainshaft key, having set the fastest one-way speed. Since OEC were paying Wright and Temple, while Zenith were going bust, all colluded in the lie.

The press worked itself into a froth over the story and Wright's fellow record breakers were none too pleased, though not because of his little branding trick. It just wasn't the done thing to break records by such a margin because this reduced the number of attempts that might be undertaken by rivals, thus reducing the potential for sponsorship income. Like many others at the time, Wright and Temple were professional record breakers, hawking each attempt to the highest bidder, with little loyalty shown either way. Their August 1930 record was sponsored by Castrol, the 150mph November run by Shell.

Le Vack was no doubt planning his reply to his compatriots' latest effort when he was killed while testing in the Swiss Alps. It took Henne and BMW two years before they were ready to have another crack at Wright. In 1932 Henne raised the record by one mile an hour, then two years later he used a section of the new London to Constantinople highway. He reached 152mph (244km/h), but much better was to come.

Henne and BMW had found the perfect place to push deeper into the unknown: Germany's first section of autobahn south of Frankfurt, for which Adolf Hitler had shovelled the first dirt in 1933. They'd also found the best possible financiers for their ambitions – the Nazis, who made sure they got whatever they needed and to hell with the cost. With that kind of backing there was no stopping them. In September 1935 they pushed the record to



1. 998cc of great British long-stroke stomp, with Sturmy Archer gearbox to the engine's rear and Powerplus supercharger to its front

2. The fork's friction-damping adjusters made steering ponderous and hard work – ideal for record-breaking

3. The Zenith with faired-in crankcases, showing that record breakers were starting to think about aerodynamics

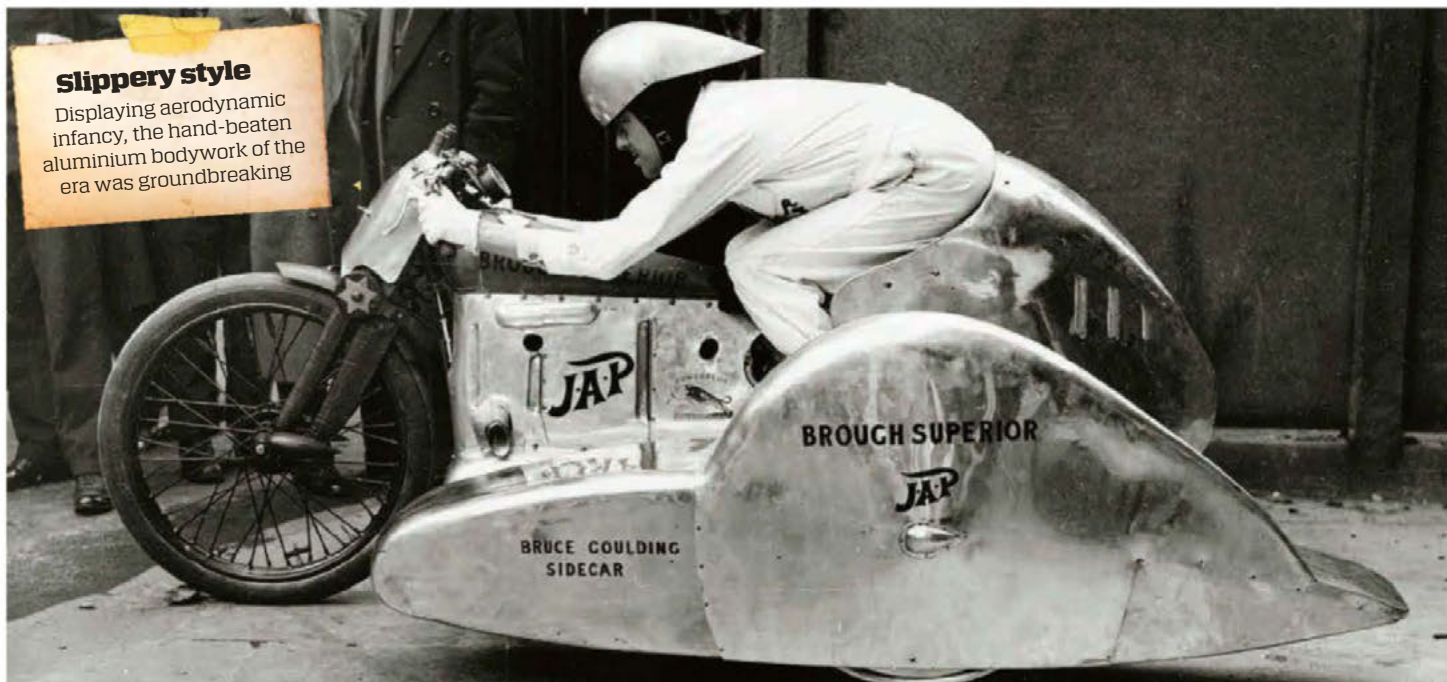
159mph (255.88km/h). A year later they returned to the same piece of tarmac with a completely different motorcycle: a more highly supercharged 495cc twin enveloped in bodywork that looked like a wingless fighter plane. BMW had developed the aerodynamics in a wind tunnel also used by Zeppelin and Dornier. This radical new combination was good enough to raise the record by 10mph. Three years later BMW's blown 500 won the Senior TT.

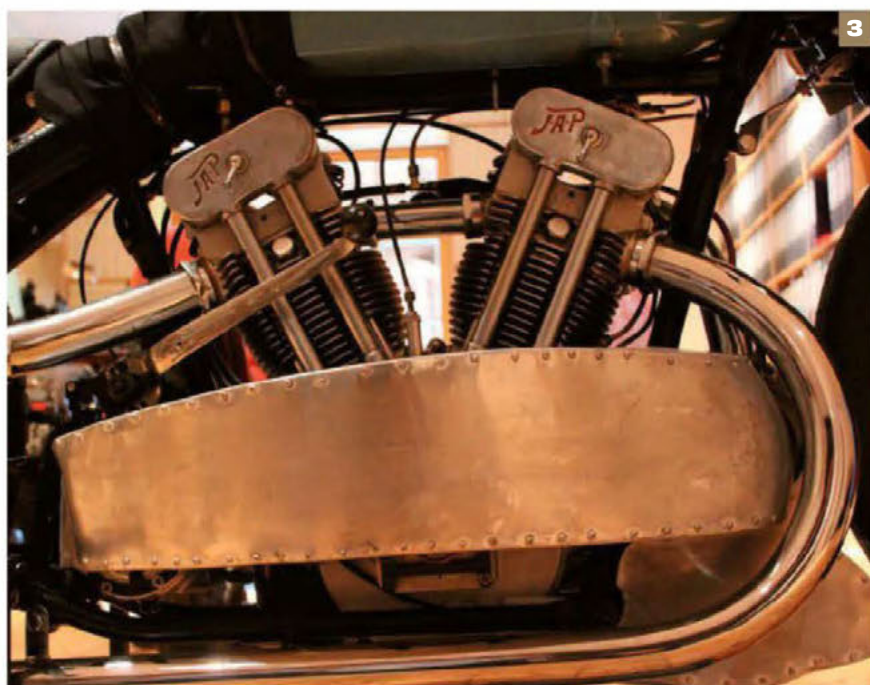
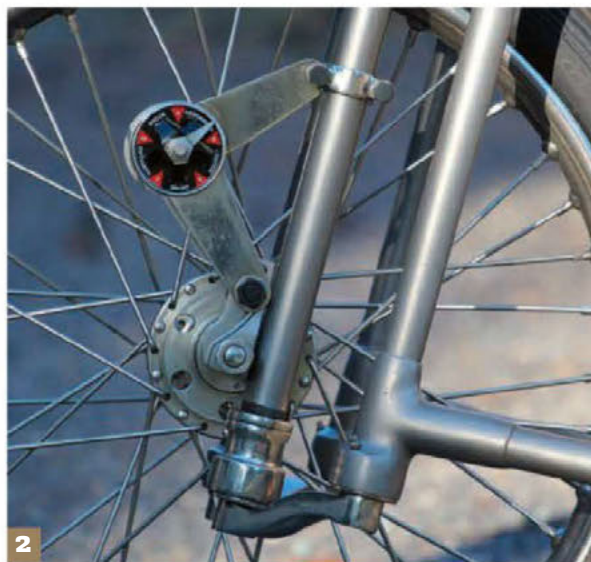
And yet the JAP V-twin still had more to give. This time it was the turn of Eric Crudgington Fernihough to pick up the gauntlet. A former winner of the Dutch TT for Excelsior, Fernihough trucked his supercharged but barely streamlined Brough Superior JAP to Gyon in the spring of 1937. Unlike the foreigners, Britain's latest record breaker didn't like streamlining – he believed it was an accident waiting to happen – and he proved it wasn't necessary by narrowly retaking the record from the Germans.

Cheshire-born Fernihough remained the world's fastest motorcyclist for six months, until a new power from southern Europe joined the game. Guiseppe Gilera had bought the rights to the supercharged and super-fast inline-four Rondine from aristocratic petrol-heads Count Bonmartini and Prince Lancellotti (no, really). At dawn on 21 October 1937 brilliant engineer and rider Piero Taruffi wrestled Gilera's Mussolini-approved streamliner along the autostrada outside Brescia to 170.27mph (274.02km/h). But again, it didn't take long for Henne and BMW to respond. In late November they returned to the Frankfurt-Munich autobahn where they reached 173.67mph (279.49km/h).

Fernihough wasn't done yet. Well, in fact he was. In the spring of 1938 he once loaded up his supercharged Brough and made the 1700km trek to Gyon. With more power and slightly improved aerodynamics, he took aim at BMW. He was travelling at about 180mph when he lost control, possibly due to a side wind, and careered into the Hungarian countryside. He was killed instantly.

That was that; the British V-twin's time as the fastest motorcycle on the planet was over. And Henne's 1937 record stood for 14 years because the world had bigger things to worry about. ■





The Nazis made
sure they got what
they needed and to
hell with the cost



The record book

Britain versus Germany and Italy

WHEN & WHERE	RIDER	BIKE	SPEED
27 April 1924, Arpajon	Le Vack	Brough Superior 998cc JAP	119.07mph
5 September 1926, Arpajon	Temple	OEC 996cc JAP	121.41mph
25 August 1928, Arpajon	Baldwin	Zenith 998cc JAP	124.62mph
25 August 1929, Arpajon	Le Vack	Brough Superior 998cc JAP	126.75mph
19 September 1929, Ingolstadt	Henne	734cc supercharged BMW	134.68mph
31 August 1930, Arpajon	Wright	OEC supercharged 998cc JAP	137.32mph
21 September 1930, Ingolstadt	Henne	734cc supercharged BMW	137.66mph
6 November 1930, Cork	Wright	Zenith supercharged 998cc JAP	150.74mph
3 November 1932, Tat	Henne	734cc supercharged BMW	151.86mph
28 October 1934, Gyon	Henne	734cc supercharged BMW	152.90mph
27 September 1935, Frankfurt autobahn	Henne	734cc supercharged BMW	159.09mph
12 October 1936, Frankfurt autobahn	Henne	495cc supercharged BMW	169.05mph
19 April 1937, Gyon	Fernihough	Brough Superior s'charged 998cc JAP	169.78mph
21 October 1837, Brescia autostrada	Taruffi	499cc supercharged Gilera	170.27mph
28 November 1937, Frankfurt autobahn	Henne	495cc supercharged BMW	173.67mph



Yamaha Tricity

Dobes is waiting on what he's telling us is a trick factory sticker kit to apply to the Yamaha Tricity. Its next jaunt is as paddock transport at the Sydney ASC round. Hope he doesn't get mistaken for Maxwell

KTM RC390



Boing!

Increasingly wider gaps between the coils identifies this as a progressive spring, with a softer spring rate at the start of travel, then progressively firmer. Comfy, but not so good for track use

Fitter, **firmer**, faster

Little Kato is getting ready to rumble

THE KTM RC390 is on a spa and pamper holiday in New South Wales at the moment, in the experienced and caring hands of suspension guru Terry Hay at Shock Treatment.

Our hope and aim in sending our favourite little repli-racer off for an attitude adjustment is to transform it into a real-racer, with the track manners to match its Moto3 looks.

There's no doubt the RC390's chassis has a lot going for it when compared to the other ultra-lightweight supersport bikes on the market. For starters, at just under 150kg dry it is genuinely lightweight, as opposed to just being physically small. The stout 43mm WP USD front fork, despite being quite basic internally, are ahead of the low-tech and spindly conventional forks of the competition. Similarly, the four-piston ByBre front

Thanks to

Terry Hay Shock Treatment (He can loads of other stuff, too!)

Contact

Ph: (02) 4773 9115
shocktreatment.com.au

brake caliper is the best stopper in the category.

All this adds up to true track potential, particularly once the concessions to road use are addressed. The main issue here is the stock suspension, which is tuned for road comfort, not racetrack rigidity.

Both front and rear standard springs have a progressive rate, which is fine for low-speed compliance, but doesn't offer the support for serious scratching. A set of firmer linear springs will be the most important step to taking the KTM from wannabe to can do track weapon, and the stiffer springs will need a corresponding adjustment in the damping characteristics of the forks and shock.

Terry Hay has discovered the RC390 fork has a very similar internal damping system to KTM's SX65 mini-motocross bike. This is great news for

Yamaha FZR1000

Youngy has discovered his brand new genuine Yammy conrods have little end eyes which have been machined incorrectly. Sounds like a job for the Black'n'Decker and a honing tool. Ouch!



AMCN's long termers are kept clean with a range of Ipone products



Triumph Tiger 1050

A true all-rounder?

WHEN THE TRIUMPH Tiger 1050 made its way to Gassit HQ some seven months ago we were chomping at the bits to take it through its paces and see if this is as Triumph say, an all-round do-it-all motorbike, great for commuting, your favourite bit of twisty bitumen, and even the road less travelled.

It's a nicely packaged sportsbike-meets tourer. And we've made use of its luggage system by taking it camping, travelled a 1000km in a day to test its comfort, even a stint of interstate two-up to see if it's pillion friendly.

We've ironed out some kinks with its throttle response and had it tuned to its

new Arrow pipe. All that's left to do it take it on its final foray – a mid-week overnight 16 hour off-road adventure (that will make more sense next issue) where we'll test out its new set of Continental Trail Attack II hoops and see if she's ready to take on mother nature.

Surely if it comes back unscathed you'd be hard pressed to find a bike in its category that would trump the triumph as being a true all-rounder.

Look out for a full write up in AMCN's Adventure issue to see the final results and possibly the final hoorah for our long-term Tiger Sport 1050.

ADAM BERRY



Sponged

The RC390's track day at Phillip Island a few months back ended with a severely spongy brake lever at the end of the day. Although not a track where there is constant heavy braking, the combination of heavy braking followed by high speeds creates extreme heat fluctuations. The disc can get quite cold due to the high wind flow around it between each arrival at Honda hairpin, where temperatures instantly skyrocket. This can play havoc with thin solidly mounted discs like the KTM's.

The KTM RC390 race series bikes are fitted with a race quality floating disc to make them track ready, and we'll be seeking a similar solution. The ByBre caliper is more than up to the job, but some race pads should complete the package nicely.

our long-term ambitions, as Terry's experience with tuning suspension for some of the fastest dirt squirts in the country will come in handy for revalving the RC390. With no external suspension adjustment on the KTM other than rear preload, getting the valving right will be critical to the project being a success, as any further adjustments will require complete disassembly of the rear shock, or at best a change of oil viscosity in the forks.

Once we have the KTM back at Horror HQ, an overhaul of the brakes will be first on the agenda, with fresh fluid, new race spec brake pads, and possibly even a new disc more suited to track use. The swept area of the standard front disc – the part of the disc which contacts the brake pads – is far narrower than the useable surface area. The problem with this is it can sometimes cause the disc to dish (warp into a dish shape) under extreme use, because the outer edge is heating and cooling at a different rate to the inner edge. It's far better to have a thicker disc which matches the swept area of the pad perfectly.

PAUL YOUNG

Hyundai iLoad

Van guard

I BAGGED OUT Ewen and Charley for their support-vehicled adventures. Truth be known I still do. It's not a bloody adventure ride if there's a well-stocked vehicle following along out of shot, brimming with goodies to make the long and dusty road more palatable – eskies, luggage, slippers (I kid you not), cameras, beer and whatever else.

Unfortunately – or fortunately, whichever way you look at it – our Work Health and Safety officer's big

waggly finger says we must have one along and our little iLoad loved it. I'm happy to report that while there was plenty of, er, adventure to be had, all the bikes made it home under their own steam just not if all in one piece. Which is lucky, cos we've had plenty of bikes in the back of the iLoad, but big-bore adventure bike might be a bridge too far for the Hyundai. Don't miss next issue for all the dirt on the massive 11-bike adventure test.

KEL BUCKLEY



Upper Hunter Valley, NSW



ESSENTIALS

Fuel is available at Maitland and Singleton. The Paterson servo has PULP, and is open on weekends. There's an almost unlimited range of food and drink options in the region and you don't have to look far to find somewhere good to stop for a feed. Paterson has plenty with the Paterson Hotel, the Courthouse Hotel, and the Country Café on the main street through town.

Fix It

Singleton Motorcycles

on John Street are a helpful crew when you have a problem. (02) 6572 3620.

If you are stuck with mechanical issues in the Paterson area, try to find Mark who owns the local servo and is a keen rider himself.

Fuel Up

Coles Express

233 High St, Maitland
(02) 4933 5395

Paterson Servo

26 King St, Paterson
(02) 4938 5133

Eat

The Flying Duck Café

at Vacy offers excellent coffee, meals, and clean toilets. There is also a motel and a pub right next door.

The historic Paterson Tavern

is at 25 Prince St, Paterson (02) 4938 5196

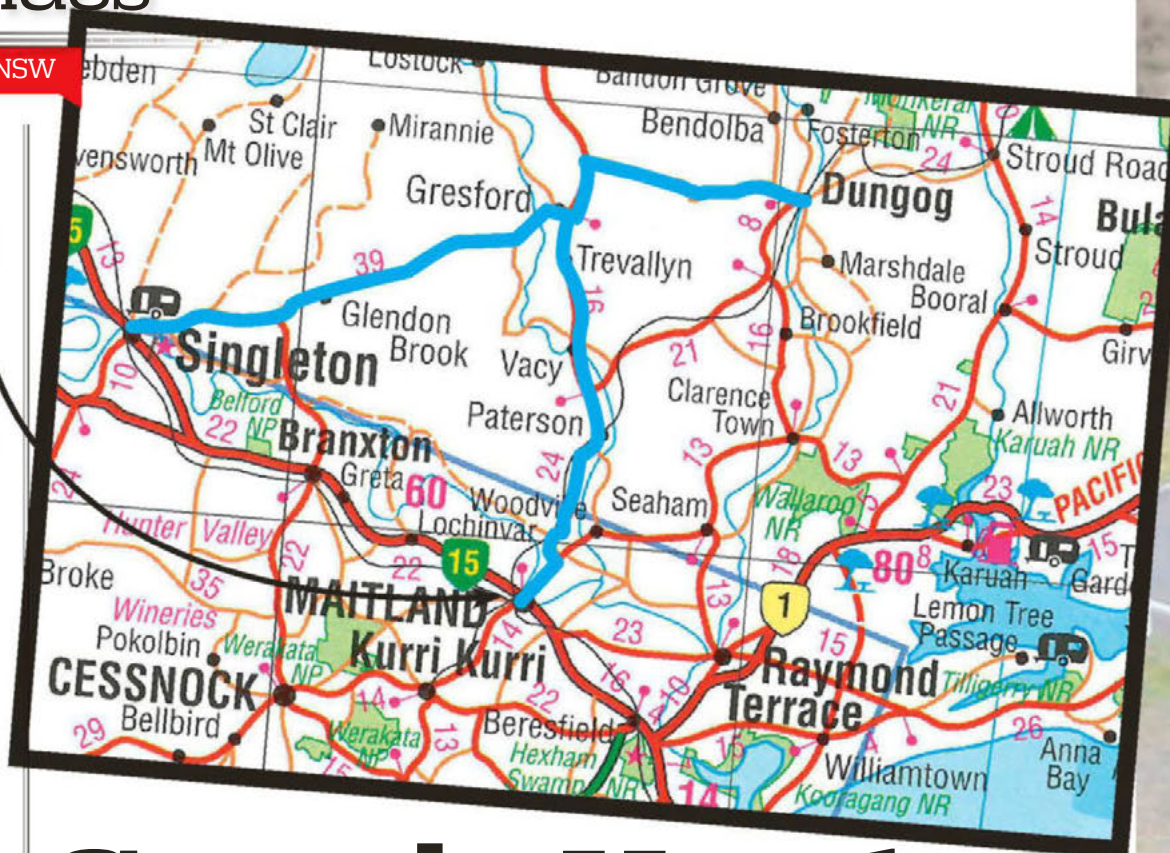
Sleep

The Metropolitan Hotel

in Maitland is a great pub stay. It has a long history which is visible in the old fittings and décor throughout the building. They also offer meals on site – 289 High St, Maitland Ph: 02 4933 5255

Vacy Village Motel

802 Gresford Road, Vacy
(02) 4938 8305



Scenic Hunter

Lots of quaint inland towns make the Hunter Valley a rider's paradise

The town of Maitland in the Hunter Valley of NSW is central to a number of excellent riding roads. Small towns and villages are dotted throughout the area and linking them up via the network of minor roadways is a great way to spend a weekend. Maitland itself has several pubs offering accommodation, as well as motel and camping options. Although some of the more popular tourist centres can get busy on holidays and weekends, the surrounding roads are often lightly trafficked and very well suited to motorcycling.

From East Maitland the road to Morpeth is a good starting point. Cross the big white bridge on the other side of town and you're in the open pastures across to Woodville and Paterson.

There is a good pub at Paterson and the servo there has fuel available 7 days a week. Keep heading north through Vacy to East Gresford and several options exist to extend your ride. The road to the right winds up the Wallarobba Range towards the town of Dungog with several good sections of corners, and great views across the valley from the top. Left at East Gresford takes you out on the Glendon Brook Road towards Singleton. This road is fairly open with some good sweepers through

The Pass, which has a nice smooth bitumen

surface that allows you to make the most of the mid speed corners. The distances between the towns throughout the area are small with plenty of opportunities to stop for a coffee or a beer, and no issues with fuel range if you have a smaller petrol tank. With a bit of forethought and a map you can easily create a zigzag route through the Upper Hunter region with an overnight stop in one of the country pubs that offer accommodation and food. There are numerous smaller country lanes that link these roads, and beyond, with most being reasonably well-sealed surfaces.

Although there are some notable exceptions where the rough surface threatens to loosen the fillings in your teeth, the roads are generally suitable for all types of bike. There are a number of solid-looking bridges across the area dating back to the 1800's that also add to the unique feel of this part of country NSW.

The entire Hunter Region is teeming with awesome riding roads that take you through the very picturesque landscape. With lots to see and do in the area, it's definitely on the list as a motorcycle-friendly destination for either a day blast to clear your head, or several days to explore the less inhabited back roads and villages.

It's certainly one of our favourite places to ride in New South Wales.

TIM MUNRO

Detour

Mt Sugarloaf offers great views across the Hunter Range and is a good stopover on the way back from riding the awesome roads in the area. Mt Sugarloaf Road is accessed from George Booth Drive between Buchanan and Seahampton. It's only a short run up the hill to the lookout but has some good corners and views along the way. There are a couple of options to avoid riding the freeway back to Sydney, including a coastal cruise through Swansea between the lakes and the ocean, or the less busy roads skirting the edge of the Watagan Forest as you head south to Wyong.



Lots of places to go, none very far and all of them interesting rides



The area is popular with many special-interest clubs, so there's often some nice bikes to see



With its art deco styling, the Metro offers a good option for a hot feed and a cold drink



THINGS TO DO

The Old Maitland Gaol is an interesting place to visit if you have time. Entry is \$15 per adult and you can wander around the cells and communal areas that once housed some of the State's most notorious criminals.

There are some interesting old buildings and bridges scattered across the region and many of the small towns have a variety of shops for the pillion to wander through while you take a stretch.

With a bit of forethought and a map you can easily create a zigzag route through the Upper Hunter

tried&tested

Good gear



PROS

- ☒ Stylish
- ☒ Feel comfortable

CONS

- ☒ Get dirty easily



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Falco Shiro Shoes

Get your kicks

BEING ONE OF the more stylish riders within AMCN team (evidenced by my choice of wearing an adventure helmet on a Suzuki Gladius), I'm always keeping an eye out for good looking gear to in order to keep up my appearances. So when a pair of the latest Falco Shiro Urban Shoes arrived, I knew I was onto a winner – in the style stakes at least.

What I love is that they offer a lot of the protective qualities of a shorty riding boot, with but with all of the style and hipster look I'm, ahem, used to. The Shiros are made from a full-grain leather, which has apparently been put through a hydrophobic treatment. In layman's terms, they're now water resistant. They also have a canvas section sewn across the side panels for a more casual look.

Trying on the shoe for the first time, your foot feels secure. The boot has standard laces and also a zip up the

side of boot for an easy slip-on and off, and then a velcro closure system keeping everything nice and tight up top. It has reinforced ankle cups, which you notice, but they don't feel uncomfortable when walking around. The same goes with the toe and heel reinforcements. When on the feet, they feel like normal shoes and for me, that's the winner!

The shoe has an inner membrane within it which makes the shoe suitable for all seasons – I can confirm I had dry socks after a 20-minute commute home in the rain but I'm not convinced they'd stay dry for much longer. But if was riding for much longer in the rain I'd probably have waterproof boots on.

Overall, the Shiro shoes have both style and substance. Footwear that can take you from garage to office and back without changing, is a win for me.

PAUL ANDREWS



Dririder Vortex Adventure jacket and pants and Adventure 2 gloves



Adventure packed

WHEN YOU'RE HEADING out on off-road adventure during a Victorian winter you want to make sure you're kitted out with some decent gear. I was fortunate enough to get my hands on a jacket, pants and gloves from Dririder's Adventure series.

From its 2015 collection is the Vortex Adventure Jacket and matching pants packed full of features from CE-approved armour, stretch action material in the places you need it such as the waist, rear and knees – ideal for throwing an adventure bike around the scrub or getting into it on the road.

Both the pants and jacket consist of three layers; the outer shell made from a heavy-duty polyester, a detachable waterproof liner and thermal liner makes this an all season adventure outfit.

There's plenty of ventilation for the hotter months and the jacket has a built-in hydration pocket and an exit point for the hose and mouth piece.

The Adventure 2 gloves are nice and warm with minimum bulk so you get plenty of feel and there's the handy visor wiper on the finger, too.

So far, first impressions are positive. They fit as good as they look. I'm yet to put them through long periods of rain or any super cold conditions but so far I've been kept dry and far from cold. I'm sure they'll stand up to anything our adventure test can throw at them – or me.

Keep an eye out in the Adventure issue for a full review and video to see how they held up.

ADAM BERRY



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Available in S, M, L,
XL, 2XL, 3XL, 4XL, 5XL
and 6XL

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and 8XL

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Adventure 2 Gloves
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XL, 2XL, 3XL and 4XL

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TomTom RIDER

Get lost!

I RECENTLY TRAVELLED to Europe to attend the launch of TomTom's latest GPS unit. It's one the Amsterdam-based company is particular proud of because it's aimed fairly and squarely at motorcyclists and, if it does what it says it does, it ought to be a handy bit of kit for adventurous riders.

I was given the opportunity to test a unit through Spain, however it was a follow-the-leader type ride and, well, that's not a very good test for a GPS.

The new TomTom RIDER's (I'm not yelling, that's how it's spelled) features are vast. It says if you choose your start and finish point, you can then choose between three different levels of twisty roads and three different levels of elevation and then, depending on your choices, it will either send you an exciting route through the hills' twisty back roads, a moderately exciting route to ensure you won't fall asleep at the bars or a

bog stock straight line route in the shortest possible time. Cool, eh?

Clever, too. Cos it even boasts real-time traffic information assuming you're connected to your smartphone via Bluetooth. It'll alert you to speed cameras, but the one that gets me is it says it's capable of mobile speed camera alerts – we'll see, I suppose.

It's touch screen is glove friendly, it responds to landscape or portrait orientation with the latter providing you with half a kilometre or so more awareness of what's ahead, it's waterproof and it even records your trips and lets you share them with your mates.

They've just been launched in Australia, so I've got my hands on a unit and with very little knowledge of the outer fringes of Melbourne, I intend to give it a whirl and see if it's as good as what it says it is. Stay tuned!

KEL BUCKLEY



TomTom RIDER 400
4.3-inch glove-friendly screen, waterproof
Includes universal motorcycle mount

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TomTom

www.tomtom.com/AU



New stuff

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Link International
\$209 (f); \$240 (r)

☎ (07) 3382 5000
🌐 linkint.com.au

The sport-touring Pirelli Angel GT is now available to suit adventure bikes. The bi-compound tyre is designed to suit riders who use their bike for long trips, two-up with luggage, looking for safety in the wet, stability and good mileage. The new sizes are 110/80R19 59V TL front and 150/70R17 69V rear.

In The Buff!

Ficeda Accessories
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☎ (02) 9827 7561
🌐 ficeda.com.au

The Oxford Comfy is multi-function head and neck wear for all seasons. It's made from a lightweight and breathable material and features a comfortable, seamless design. The one-size-fits-all item can be worn as a scarf, beanie, balaclava or face mask, and is available in different colours and styles.

Quick Stop

John Stamnas P/L
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☎ (07) 5447 7411
🌐 johnstamnas.com

Frando Brake Sytem manufactures high quality motorcycle brake systems, specialising in radial master cylinders, hydraulic clutch conversions, radial calipers and other performance braking accessories. Frando brake systems are covered by a two-year warranty and are available to suit a range of bikes.

Warm Wrap

Milwaukee Tools
\$179

☎ 1300 361 505
🌐 milwaukeeTOOLS.com.au

Milwaukee has introduced a new M12 Limited Edition Ladies Heated Jacket. As well as a tailored women's fit, this jacket is equipped with state of the art carbon-fibre heating elements and multi-layered fabric technology. It'll fit under an armoured bike jacket to keep you warm in winter.

Lock & Load

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The heavy-duty X-Tech chain and lock is designed to keep your bike safe and sound when it's out of sight. It features 9.5mm hardened steel links, hardened steel padlock, protective sleeve over the chain and comes with two keys. Available in 1m (\$49.95), 1.5m (\$59.95) and 2m (\$69.95) lengths.

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☎ (03) 5729 5529
🌐 touratech.com.au

The Touratech handlebar iBracket for iPhone 6 or 6 Plus allows you to mount your phone in a stable, protective case. You can still use the phone's touchscreen while it's mounted to the handlebar and mounting adapters allow it to be mounted to just about any motorcycle.

1

2

3

4

5

6

One

Two



Four



Five



Three



Six



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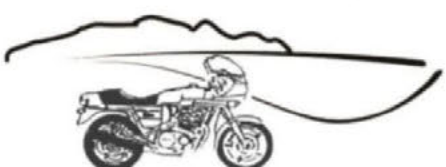
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CONCOURS 2015

Cleveland Show Grounds
Long Street Cleveland

Sunday 19th July, 2015

Bike show: 8.00am to 2.00pm - Trophies 2.30pm

\$10 ADMISSION (over 15yrs) this includes offstreet motorcycle parking

"Motorcycles must be in complete running order to be eligible for entry" Entries close 10.30am

"KIDS RIDES"

For more info



www.clevelandshowgrounds.com.au

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5. Championship class - Kawasaki	6. Championship class - Suzuki	7. Championship class - Triumph	8. Championship class - BMW
9. Championship class - MV Agusta	10. Championship class - Aprilia	11. Championship class - Ducati	12. Championship class - Benelli

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the calendar

CHECK YOUR DATE

Top 3 TV

1

MotoGP TT Assen Live

Foxsports 5
Sat, 27 June
6.30pm



Saturday! Yep, as per usual the TT Assen is on a Saturday, so don't forget to set a reminder. The Moto3 race kicks off at 7pm, the Moto2 race at 8.20pm and the MotoGP race at 10pm. One HD will also air the MotoGP race live.

2

AMA MX Budds Creek, Live

Foxsports 3
Sun, 28 June
3am



Round 6 marks the halfway point of the season and Ryan Dungey has a commanding lead. Budds Creek is nestled in a forest in Southern Maryland and is a favourite with riders and spectators alike.

3

FIM Speedway GP, Live

Foxsports 5
Sun, 5 July
2am



You'll have to stay up late to catch the FIM Speedway GP from Great Britain. It airs live from 2am to 5am... or you can catch a replay at a much more dignified 7am to 9am.

JUN-JUL 2015

Don't forget your mum's birthday

- Mark your diary
- On this day
- Go ridin'

25

26

27

MotoGP Rd8

TT Assen



28

29

30



ASC
SMP, NSW

1

Yamaha Motor



Founded 1 July, 1955

2

Vale Joey Dunlop

Died Estoril,
2 July, 2000



3

4

Vale Daijro Kato

4 July, 1976-
20 April 2003



5

MX Nats

Raymond Terrace,
NSW



6

7

8

9

Next issue
Check out below



Next issue

Adventure
Almanac!
...Massive 11-bike
adventure comparo



plus

The cheeky mid-week adventure ride

How to plan and pack for adventure touring
Where to ride guide:
Australia's best spots
10 gadgets you didn't even know you needed!



events

YOUR SOCIAL LISTINGS

Show time

18-19 JULY

32nd All Bike Show, Paxton's Old Warehouse, River Street, Mackay, Qld. Entries from 7.30am Saturday; admission 10am Saturday and 8.30am Sunday. More than 100 bikes on display including vintage, classic, competition and custom. On-site bar and food. For more details contact the British Motorcycle Owners Association of Mackay on 0418 185 974 or 0418 728 273.

30 OCT-1 NOV

Perth Motorcycle and Scooter Show, Claremont Showgrounds, Claremont, WA. See custom and vintage bike displays, a show 'n' shine and a live stage show with new bikes, products, reviews and fashion. There will be huge outdoor and indoor entertainment areas with stunts, jumps, races and more. Charity ride on Saturday morning with proceeds to YouthFocus. Prospectus is available now for interested exhibitors at www.perthbikeshow.com.au or by calling (08) 9445 9333.

20-22 NOVEMBER

Sydney Motorcycle Show, Sydney Showgrounds, Homebush, NSW. Hosted by Troy Bayliss Events, this is Australia's largest motorcycle exhibition with over 130 exhibitors showcasing motorcycles, scooters, ATVs, side-by-sides, trikes, PWCs and more. There will also be live demos from some of Australia's best motorcycle performers, interactive displays, special guests, test rides and more. Adults \$22, children \$16, under-5s free. More details at www.troybaylisseven.com/sydney-motorcycle-show.

Perth Motorcycle & Scooter Show



Ride days & schools

Phillip Island Ride Days / 1300 793 423

Phillip Island, Vic

Champion's Ride Days (07) 5549 0364

Broadford, Vic
Qld Raceway, Qld
Barbagallo, WA
Mac Park, SA

Lakeside, Qld
Mallala, SA

Circuit Breakers Ride Days / 0412 348 916

The Farm, NSW

Sydney Motorsport Park Ride Days / 1300 793 423

Eastern Creek, NSW

Phoenix MCC Junior Coaching 0417 821 061

Tailem Bend, SA
Mallala, SA

California Superbike School / 1300 793 423

Phillip Island, Vic
Eastern Creek, NSW

Xtreme Ride Days (02) 4823 5711

Wakefield Park, NSW

Top Rider 1300 131 362

Broadford, Vic
Marulan, NSW
The Farm, NSW

Marulan Driver Training Centre Ride Days (02) 4841 1422

Marulan, NSW



Racing where & when

Road Racing

MOTOGP

Rd8 27 Jun, Assen, ND
Rd9 12 Jul, Sachsenring, DE
Rd10 9 Aug, Indianapolis, US
Rd11 16 Aug, Brno, CZ
Rd12 30 Aug, Donington, UK
Rd13 13 Sep, San Marino, IT
Rd14 27 Sep, Aragon, ES
Rd15 11 Oct, Motegi, JP
Rd16 18 Oct, Phillip Island, AU
Rd17 25 Oct, Sepang, MY
Rd18 8 Nov, Valencia, ES

WSBK

Rd9 19 Jul, Laguna Seca, US
Rd10 2 Aug, Sepang, MY
Rd11 20 Sep, Jerez, ES
Rd12 4 Oct, Magny-Cours, FR
Rd13 18 Oct, Losail, QT

AUSTRALASIAN SUPERBIKE

Rd3 26-28 Jun, Sydney M'sport Park, NSW
Rd4 14-16 Aug, Queensland Raceway, Qld
Rd5 25-27 Sep, Wakefield Park, NSW
Rd6 23-25 Oct, Winton, Vic
Rd7 4-5 Dec, Sydney M'sport Park, NSW

ASBK

Rd4 4-6 Sep, Symmons Plains, Tas
Rd5 2-4 Oct, Phillip Island, Vic

MRRDA

Rd3 8-9 Aug, Broadford, Vic
Rd4 7 Nov, Sydney M'sport Park, NSW

AUST HIST. ROAD RACING C'SHIP
8-11 Oct, Mallala, SA

BSB

Rd5 3-5 July, Knockhill, Fife
Rd6 17-19 July, Brands Hatch, Ken
Rd7 31 Jul-2 Aug, Thruxton, Ham
Rd8 21-23 Aug, Cadwell Park, Lin
Rd9 4-6 Sep, Oulton Park, Chs
Rd10 18-20 Sep, TT Circuit Assen, ND
Rd11 2-4 Oct, Silverstone, Nth
Rd12 16-18 Oct, Brands Hatch, Ken

MOTOAMERICA

Rd6 26-28 Jun, Miller M'sports Park, UT
Rd7 17-19 Jul, Laguna Seca, CA
Rd8 7-9 Aug, Indianapolis, IN
Rd9 11-13 Sep, New Jersey M'sports Park, NJ
FIM ENDURANCE WORLD C'SHIP
Rd3 26 Jul, Suzuka, JP
Rd4 22 Aug, Oschersleben, DE
Rd5 19-20 Sep, Paul Ricard, FR

Off Road Racing

MX NATIONALS

Rd6 5 Jul, Raymond Terrace, NSW
Rd7 19 Jul, Shepparton, Vic
Rd8 2 Aug, Nowra, NSW
Rd9 23 Aug, Toowoomba, Qld
Rd10 29-30 Aug, Coolumb, Qld

AUSTRALIAN OFF ROAD C'SHIP

Rd9-10 25-26 Jul, Kyogle, NSW
Rd11-12 15-16 Aug, Monkerai, NSW

AUSTRALIAN 4 DAY ENDURO

19-25 Oct, Penguin, Tas

AUSTRALIAN SUPERCROSS C'SHIP

Rd1 10 Oct, Bathurst, NSW
Rd2 17 Oct, Jimbooba, Qld
Rd3 Wayville, SA
Rd4 21 Nov, Toowoomba, Qld
Rd5 21 Oct, Sydney, NSW
Rd6 5 Dec, Newcastle, NSW

AMA PRO MX

Rd6 27 Jun, Budds Creek, MD
Rd7 4 Jul, Red Bud, MI
Rd8 18 Jul, Millville, MN
Rd9 25 Jul, Washougal, WA
Rd10 8 Aug, Unadilla, NY
Rd11 15 Aug, Tooele, UT
Rd12 22 Aug, Crawfordsville, IN

AMA SUPERCROSS

Rd18 17 Oct, Las Vegas, NV

FIM WORLD MX C'SHIP

Rd12 5 Jul, Uddevalla, SE
Rd13 12 Jul, Kegums, LV

Rd14 26 Jul, Loket, CZ
Rd15 2 Aug, Lommel, BE
Rd16 16 Aug, Trindade, BR
Rd17 30 Aug, Assen, ND
Rd18 13 Sep, Leon, MX
Rd19 20 Sep, Glen Helen, US

FIM MX OF NATIONS

27 Sep, Ernée, FR

FIM TRIAL WORLD CUP

Rd5 27-28 Jun, Andon, FR
Rd6 4-5 Jul, Sant Julià de Loria, AD
Rd7 25-26 Jul, Stepping Stone Ranch, US
Rd8 5-6 Sep, Paços de Ferreira, PT
Rd9 12-13 Sep, Jerez de la Frontera, ES

FIM TRIAL DES NATIONS

19 Sep, Tarragona, ES

FIM SPEEDWAY GP

Rd4 4 Jul, Cardiff, UK
Rd5 18 Jul, Duagavpils, LV
Rd6 25 Jul, Malilla, SE
Rd7 8 Aug, Horsens, DK
Rd8 29 Aug, Gorzow, PL
Rd9 12 Sep, Krsko, SI
Rd10 26 Sep, Stockholm, SE
Rd11 3 Oct, Torun, PL
Rd12 24 Oct, Melbourne, AU



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App of the issue

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27-28 JUNE

Ned Kelly Last Shootout Run, Glenrowan Hotel, Glenrowan, Vic. Assemble 10am Saturday for a scenic ride in Ned Kelly's footsteps to his grave. Plenty of camping, campfire, barbecue dinner, hot Irish stew and damper, and cheap drinks. Presented by Freedom Riders, Albury, NSW. Supporting Cystic Fibrosis and Bras 4 Beauties. Strictly registered attendees only; call Rocket on 0439 590 868 for information.

3-4 JULY

17th Pinevale Motorbike Rally, Mia Mia, 55km west of Mackay, Qld. Follow the signs from Mirani. All bikes welcome, plenty of camping by the river, food and drinks (no BYO), gymkhana, rally awards and more. Entry \$25 at the gate includes badge. Part proceeds to Headspace Mackay. For more information contact Ollie on 0438 166 842 or Luke on 0476 060 946, or send and email to ccmtc@hotmail.com.

4 JULY

35th Icicle Ride, Departing BP Service Centre, Princes Freeway (Geelong bound) near Avalon Airport Exit, Little River, Vic. 6pm to midnight. \$35 per rider and \$20 per pillion prepaid (add \$5 for on the night registration), includes soup stop and badge.

Money to Royal Flying Doctor Service. Various trophies and awards. For more details or to register see www.icicleride.org.au.

11-12 JULY

Winter Rally, 4km south of Nerriga, NSW, on the Nowra-Braidwood Rd. Gates open Friday, plenty of camping, firewood, bonfire and band Saturday night. Drinks, food, gymkhana and trophies. Entry \$20 or \$15 prepaid. Hosted by United Tourers. For more information call Shane on 0417 661 372, email contact@unitedtourers.com or see www.unitedtourers.com.

19 JULY

Great Divide Trail Ride, The Wombat area, north of Boisdale, Vic. Open to all registered bikes (recreational rego okay). The ride will consist a 120km loop, so fuel will be required. For more details or an entry form see www.maffrasalemotorcycleclub.net.au.

31 JULY-2 AUGUST

Hat Rally, 26km south of Braidwood at Araluen, NSW. A back-to-basics rally. BYO everything; \$5 breakfast Sunday morning. Entry \$20, includes badge and raffle ticket. Usual rally awards and prizes for the best hat. For more details phone Chris on 0447 256 154.

15-16 AUGUST

Thor Rally, Moonambel Pub, Moonambel Vic. Live band Saturday night at the bar. This is a fully catered rally with spit roast Saturday night, and pub meals and bar snacks available all weekend. Plenty of camping. Entry \$15. Hosted by Ararat Motor Cycle Club. For more information call (03) 5352 4690 or (03) 5352 2850.

28-30 AUGUST

Peregrine Motorcycle Rally, Jabuk Reserve, Jabuk, SA. Barbecue, breakfasts, coffee/tea and soup. Gymkhana on Saturday and rally awards on Sunday. Prepaid \$15 or \$20 at the gate; \$10 for day-trippers and children, including badge. For more information and maps see www.pilgrimcmc.com or sms/call Chris on 0402 428 468.

5 SEPTEMBER

20th Annual Memorial Ride, 31 Green Road, Regents Park, Qld. Ride departs 10am with \$5 barbecue breakfast available from 9am. All makes and models welcome. For more information contact God's Squad CMC Brisbane on 0407 148 186 or email Brisbane@gscmc.com.

26-27 SEPTEMBER

30th Annual Sidecar Rally, O'Connell, NSW. Held at the O'Connell Campground. A family

friendly rally with charity bike and rod show next to campground. Soft drinks available, BYO food and grog (walking distance to O'Connell Hotel). Raffles, usual rally awards and lots of great roads leading to the site winding through Lithgow, Tarana and Lake Lyle. Adults \$20, kids \$15 or family \$50 includes rally badge. For more information email sean@srkengineering.com.au or call (02) 6337 5705.

1 OCTOBER

Sandgroper Motorcycle Ride, Venus Bay, Vic. For riders of all registered motorcycles. Follow the marked ride signs from Venus Bay Hotel towards the Sandgroper checkpoint and receive tea/coffee and ride badge. Camping and other accommodation available at Venus Bay. Entry \$15; send to Sandgroper Ride, c/o GMC, Box 3465, Morwell, Vic 3841. All proceeds to assist research into MS and Parkinson's Disease. For more details see www.pilgrimcmc.com.

13-15 NOVEMBER

Fish Holes Motorcycle Rally, Enduro Rd, near Portland, Vic (signposted from Shell servo at Portland). Fully catered (no BYO), showers, toilets and firewood. Live music and gymkhana. \$20 prepaid or \$25 at the gate. Hosted by South West Touring Club. For details call 0418 528 002 or 0401 522 786.

My brother's under this tarp and I just farted



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A-Z OF NEW BIKE PRICES

Red text denotes **Editor's pick** / * Claimed / ** Measured

Model	Price SAUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
Aprilia aprilias.com.au							
Caponord Strada	\$20,000*	1197,V-twin	125*	115*	257d*	NT	x
Caponord Touring	\$23,000*	1197,V-twin	125*	115*	247d*	NT	x
Caponord Rally	\$24,000*	1197,V-twin	125*	115*	238d*	65/1	x
Tuono RSV4 1100RR	\$23,000*	1078, V4	129*	121*	180d*	64/25	x
Tuono RSV4 1100 Factory	\$25,000*	1078, V4	129*	121*	180d*	64/25	x
RSV4RF	\$25,000*	999, V4	148*	115*	186d*	64/24	x
Scarabeo 200 ie	\$31,000	999, V4	148*	115*	186d*	64/24	x
Shiver Sport 750 ABS	\$4990	181, Single	14*	17*	146d*	NT	✓
SR50R	\$12,990	750, V-twin	89*	81*	189d*	64/16	x
SR Max 300	\$3990	49, Single	4*	4.8*	107d*	54/20	✓
SR MT 50 2T	\$6490	278, Single	16*	23*	161d*	NT	✓
SR MT 125 4T	\$2450	49, Single	4*	5.2*	102d*	54/21	✓
SRV 850	\$3290	124, Single	7*	10*	119d*	NT	✓
Prices are ride-away	\$14,990	839, V-twin	55	76*	260d*	63/02	x

Benelli benelli.com.au							
BN 251	TBA	249cc, Single	18*	21*	150d*	NT	✓
BN 302 (LAMS)	\$5590	300, P-twin	27*	27*	185w*	NT	✓
BN 600GT	\$8990	600, Four	60*	55*	223w*	NT	x
BN 600GTS (LAMS)	\$8990	600, Four	44*	NG	223w*	NT	✓
BN 600i	\$8990	600, Four	60*	52*	208w*	NT	x
BN 600RS	\$9990	600, Four	60*	52*	208w*	63 / 14	x
BN 600S (LAMS)	\$8990	600, Four	44*	NG	208w*	63 / 4	✓
TNT 899	\$16,990	899, Triple	92*	88*	202w*	62 / 19	x
TNT 1130 R	\$22,690	1131, Triple	116*	120*	202w*	63 / 12	x
Tre-K 1130	\$18,490	1131, Triple	92*	112*	205w*	58 / 20	x
Tre-K Amazonas 1130	\$19,690	1131, Triple	92*	112*	205w*	62 / 6	x

Bimota bimotaaustralia.com.au							
BB3	\$72,888	999, Four	141*	112*	179d*	64 / 3	x
DB5 R	\$37,990	1078, V-twin	73*	105*	169d*	NT	✓
DB8 Oro Nero	\$84,990	1198, V-twin	126*	127*	159d*	59 / 9	x
DB8 SP	\$47,990	1198, V-twin	126*	127*	164d*	61 / 1	x
DB9	\$44,990	1198, V-twin	120*	128*	174d*	62 / 1	x
DB10	\$37,290	1078, V-twin	73**	105*	168d*	61 / 24	x
DB11	\$56,990	1198, V-twin	119*	131*	175d*	NT	x
Tesi 3D EVO	\$50,890	1078, V-twin	73*	105*	167d*	62 / 14	x
Tesi 3D NAKED	\$55,990	1078, V-twin	75**	94*	167d*	63 / 3	x

BMW bmwmotorrad.com.au							
C 600 Sport	\$13,990	790-P-twin	44*	66*	237d*	63 / 16	✓
C 650 GT	\$14,990	790-P-twin	44*	66*	249d*	61 / 19	✓
F 700 GS	\$12,890	798-P-twin	55*	77*	186d*	62 / 11	x
F 700 GS LS	\$13,140	798-P-twin	55*	77*	186d*	NT	x
F 800 R	\$13,100	798-P-twin	64*	86*	177d*	58 / 8	x
F 800 GT	\$16,300	798-P-twin	66*	86*	213w*	62 / 18	x
F 800 GS	\$16,690	798-P-twin	63*	83*	191d*	62 / 16	x
F 800 GS LS	\$16,940	798-P-twin	63*	83*	191d*	NT	x
F 800 GS Adventure	\$18,650	798-P-twin	63*	83*	229w*	63 / 23	x
G 650 GS	\$9,990	652, Single	35*	60*	175d*	61 / 18	✓
G 650 GS Sertão	\$10,990	652, Single	35*	60*	177d*	64 / 12	✓
K 1300 S	\$23,990	1293, Four	129*	140*	228d*	59 / 21	x
K 1300 R	\$21,990	1293, Four	127*	140*	217d*	61 / 17	x
K 1600 GT	\$35,990	1649, Six	118*	175*	306d*	61 / 17	x
K 1600 GTL	\$37,590	1649, Six	118*	175*	321d*	60 / 25	x
K 1600 GTL Exclusive	\$42,500	1649, Six	118*	175*	360w*	NT	x
R nineT	\$21,250	1170, Boxer	81*	119*	222w*	63 / 23	x
R 1200 R	\$21,950	1170, Boxer	81*	119*	203d*	64 / 15	x
R 1200 RT	\$30,790	1170, Boxer	92*	125*	274w*	63 / 16	x
R 1200 GS	\$21,950	1170, Boxer	92*	125*	238w*	63 / 01	x
R 1200 GS Adventure	\$24,550	1170, Boxer	92*	125*	260w*	64 / 11	x
S 1000 R	\$19,290	999, Four	118*	112*	207w*	64 / 11	x
S 1000 RR	\$22,990	999, Four	148*	130*	178d*	64 / 10	x

Braap braapmotorcycles.com.au							
Street Superlite 125	\$2999	125, Single	6.5*	NG*	94w**	64 / 20	✓

BRP brp.com/en-au							
All prices are ride-away							
Spyder RS	\$19,990	998, V-twin	74.5*	108*	326*	58 / 9	x
Spyder RS-S	\$23,990	998, V-twin	74.5*	108*	326*	59 / 9	x
Spyder RT	\$31,490	1330, Triple	85.8*	130.1*	459*	60 / 10	x
Spyder RT-S	\$39,950	1330, Triple	85.8*	130.1*	459*	59 / 16	x
Spyder RT Limited	\$41,990	1330, Triple	85.8*	130.1*	459*	NT	x
Spyder ST-S	\$25,490	998, V-twin	74.5*	108*	392*	NT	x
Spyder ST Limited	\$28,990	998, V-twin	74.5*	108*	392*	NT	x

CFMoto mojomotorcycles.com.au							
V Night 150	\$2690	149, Single	9.1*	13*	129d*	62 / 3	✓
Jetmax 250	\$4190	249, Single	16.5*	21*	200d*	NT	✓
Leader 150	\$2190	149, Single	10**	12*	116d*	NT	✓
V5	\$4195	244, Single	11*	17.6*	166d*	NT	✓
650NK	\$6290	649, P-twin	41.5*	62*	193d*	63 / 12	✓
650TK	\$7790	649, P-twin	41.5*	56*	208d*	63 / 11	✓

Confederate confederate.com.au							
X132 Hellcat	\$79,990	2163, V-twin	99*	204*	226*	54 / 15	x
X132 Hellcat Combat	\$94,990	2163, V-twin	120*	216*	223*	NT	x
R131 Hellcat Speedster	TBA	2163, V-twin	90*	189*	226*	NT	x
R131 Fighter	TBA	2163, V-twin	120*	NG*	208*	59 / 15	x
R135 Wraith Combat	TBA	NG	NG*	NG*	NG*	NT	x

Daelim daelim.com.au							
B Bone 125	\$3490	125, Single	NG	NG	NG	NT	✓
Besbi	\$2190	125, Single	NG*	NG*	NG*	NT	✓
Daystar	\$4920	246, Single	18.6*	NG	160d*	NT	✓
S1	\$2990	125, Single	NG	NG	127*	NT	✓
VJF250 EFI	\$3990	246, Single	18.6*	NG*	165d*	60 / 17	✓

Ducati ducati.com.au							
Scrambler Icon (Ducati Red)	\$12,990*	803, L-twin	55*	68*	170d*	64/14	x
Scrambler Icon ('62 Yellow)	\$13,140*	803, L-twin	55*	68*	170d*	64/14	x
Scrambler Urban Enduro	\$14,990*	803, L-twin	55*	68*	170d*	64/14	x
Scrambler Classic	\$14,990*	803, L-twin	55*	68*	170d*	64/14	x
Scrambler Full Throttle	\$14,990*	803, L-twin	55*	68*	170d*	64/14	x
Streetfighter 848	\$18,990	849, L-twin	97*	93.5*	199w*	64 / 15	x
Monster 659 LAMS ABS	\$12,990	659, L-twin	38*	46.6*	186w*	62 / 4	✓
Monster 696 ABS	\$13,990	696, L-twin	58.8*	69*	186w*	58 / 12	x
Monster 796 ABS	\$15,990	803, L-twin	64*	78*	188w*	60 / 22	x
Monster 821 Dark	\$16,290	821, L-twin	64*	78*	188w*	60 / 22	x
Monster 821 Red	\$16,790	821, L-twin	64*	78*	188w*	60 / 22	x
Monster 821 White	\$16,990	821, L-twin	64*	78*	188w*	60 / 22	x
Monster 1200 ABS	\$19,990	1198, L-twin	99.3*	118*	209w*	NT	x
Monster 1200 S Red	\$24,290	1198, L-twin	106.6*	124.5*	209w*	63 / 16	x
Monster 1200 S White	\$24,490	1198, L-twin	106.6*	124.5*	209w*	63 / 16	x
Multistrada 1200 ABS	\$22,990	1198, L-twin	110.3*	124.5	224w*	60 / 14	x
Multistrada 1200 S Touring	\$28,490	1198, L-twin	110.3*	124.5	234w*	62 / 8	x
Multistrada 1200 S Gran Turismo	\$30,490	1198, L-twin	110.3*	124.5	245w*	63 / 1	x
Multistrada 1200 S Pikes Peak	\$31,990	1198, L-twin	110.3*	124.5	222w*	NT	x
Hypermotard Red	\$16,990	821, L-twin	81*	89*	198w*	62 / 21	x
Hypermotard Black	\$17,290	821, L-twin	81*	89*	198w*	62 / 21	x
Hypermotard SP	\$21,490	821, L-twin	81*	89*	194w*	64/11	x
Hyperstrada	\$17,990	821, L-twin	81*	89*	204w*	63 / 1	x
Diavel Dark ABS	\$24,990	1198, L-twin	119*	130.5*	239w*	63 / 23	x
Diavel Carbon Red	\$30,290	1198, L-twin	119*	130.5*	234w*	62 / 11	x
Diavel Carbon White	\$30,490	1198, L-twin	119*	130.5*	234w*	62 / 11	x
899 Panigale Red	\$19,990	899, L-twin	109*	99*	193w*	63 / 21	x
899 Panigale White	\$20,490	899, L-twin	109*	99*	193w*	63 / 21	x
1199 Panigale ABS	\$26,990	1198, L-twin	143*	132*	190w*	62 / 5	x
1199 Panigale R ABS	\$33,990	1198, L-twin	143*	132*	190w*	62 / 24	x
1199 Panigale S Tricolore ABS	\$39,990	1198, L-twin	143*	132*	190w*	NT	x
1199 Panigale R ABS	\$42,990	1198, L-twin	143*	132*	189w*	62 / 19	x
1299 Panigale S ABS	\$34,990	1285, L-twin	150.8*	144*	190.5w*	NT	x
1299 Panigale ABS	\$27,990	1285, L-twin	150.8*	144*	190.5w*	64/16	x

Christini christini.com.au							
AWD 450SM	\$12,995	450, Single	NG	NG	127d*	NT	x
AWD 450DS	\$12,495	450, Single	NG	NG	127d*	NT	x
AWD 450 Military Edition	\$11,995	450, Single	NG	NG	130d*	NT	x

Gas Gas gasgasaustralia.com.au							
EC200R	\$9999	199, Single 2T	NG	NG	107d*	NT	✓
EC250 (Electric start)	\$10,699	249, Single 2T	NG	NG	107d*	53 / 9	✓
EC250R	\$10,799	249, Single 2T	NG	NG	107d*	NT	✓
EC300 (Electric start)	\$11,399	299, Single 2T	NG	NG	108d*	53 / 9	✓
EC300R (Kickstart)	\$11,599	299, Single 2T	NG	NG	108d*	64/18	✓
EC250 4T	\$10,699	249, Single 4T	NG	NG	108d*	53 / 9	✓
EC450 4T	\$11,995	449, Single 4T	NG	NG	115d*	53 / 9	x

Harley-Davidson			harley-davidson.com.au				
All prices include on-road costs							
Breakout	\$28,995	1690, V-twin	NG	130*	322w*	62 / 25	x
Custom 1200	\$18,750	1200, V-twin	NG	105*	265w*	NT	x
CVO Limited	\$50,995	1801, V-twin	NG	156*	429w*	56 / 11	x
CVO Roadking	\$46,495	1801, V-twin	NG	160*	378w*	58 / 17	x
CVO Breakout	\$43,995	1801, V-twin	NG	151*	330w*	NT	x
CVO Softail Deluxe	\$44,995	1801, V-twin	NG	143*	355w*	56 / 11	x
CVO Road Glide Ultra	\$34,495	1801, V-twin	NG	156*	439w*	64 / 9	x
CVO Street Glide	\$34,995	1690, V-twin	NG	138*	372w*	64 / 9	x
Electra Glide Ultra	\$38,250	1690, V-twin	NG	138*	411w*	56 / 22	x
Fat Bob	\$25,495	1690, V-twin	NG	131*	310w*	63 / 17	x
Fat Boy	\$28,995	1690, V-twin	NG	134*	313w*	57 / 11	x
Fat Boy Lo	\$28,750	1690, V-twin	NG	134*	313w*	59 / 9	x
Forty-Eight	\$18,995	1200, V-twin	NG	97*	255w*	60 / 7	x
Heritage Softail Classic	\$29,995	1690, V-twin	NG	132*	341w*	48 / 3	x
Iron 883	\$14,995	1200, V-twin	NG	73*	255w*	63 / 19	x
Low Rider	\$23,250	1200, V-twin	NG	126*	302w*	63 / 22	x
Night Rod Special	\$26,995	1247, V-twin	NG	111*	302w*	56 / 5	x
Road Glide Special	\$34,495	1690, V-twin	NG	138*	385w*	64 / 9	x
Road King Classic	\$32,495	1690, V-twin	NG	138*	371w*	NT	x
Seventy-Two	\$18,495	1200, V-twin	NG	97*	255w*	62 / 6	x
Softail Deluxe	\$28,995	1690, V-twin	NG	134*	330*	NT	x
Softail Slim	\$26,995	1690, V-twin	NG	134*	318*	61 / 22	x
Softail Standard	\$27,250	1690, V-twin	NG	134*	330*	48 / 3	x
Street 500	\$9995	494cc V-twin	NG	40*	222w*	64/17	✓
Street Bob	\$22,495	1690, V-twin	NG	130*	305w*	62 / 23	x
Street Glide	\$33,995	1690, V-twin	NG	138*	372*	63 / 10	x
Street Glide Special	\$34,995	1690, V-twin	NG	138*	372*	64 / 9	x
Super Low	\$14,750	883, V-twin	NG	73*	255w*	NT	x
Superlow 1200T	\$19,250	1200, V-twin	NG	96*	271w*	NT	x
Ultra Classic Electra Glide	\$37,250	1690, V-twin	NG	126	330w*	56 / 22	x
Ultra Limited	\$38,250	1690, V-twin	NG	138	414w*	NT	x
V-Rod	\$26,995	1247, V-twin	NG	115	307w*	53 / 23	x

Model	Price \$AUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
Wide Glide	\$24,995	1690, V-twin	NG	131*	310w*	61 / 23	x

Honda

hondamotorcycles.com.au

CB125E	\$2099	124, Single	10*	10.1	137w*	61 / 18	✓
CBR125R	\$4049	124, Single	10*	10.1*	137w*	61 / 4	✓
CBR250R	\$5510	249, Single	18.6*	22.9*	161w*	60 / 23	✓
CBR250RA	\$6010	249, Single	18.6*	22.9*	165w*	60 / 11	✓
CB300FA	\$5699	286, Single	22.7*	27*	161w*	NT	✓
CBR300R	\$5499	286, Single	19.7**	24.1**	168.4w**	64/20	✓
CBR300RA	\$6099	286, Single	22.7*	27*	163w*	NT	✓
CB400A	\$11,199	399, Four	39*	38*	200w*	62 / 11	✓
CB500FA	\$7499	471, P-twin	35*	43*	192w*	62 / 17	✓
CB500XA	\$7599	471, P-twin	35*	43*	192w*	62 / 22	✓
CBR500R	\$7499	471, P-twin	34.4**	42.4*	192w*	62 / 21	✓
CBR500R ABS	\$7999	471, P-twin	34.4**	42.4*	194w*	62 / 21	✓
CBR600RR	\$14,390	599, Four	88*	66*	186d*	62 / 19	x
CB650FA	\$9999	649, Four	64*	63*	206w*	63 / 20	x
CBR650F ABS	\$10,599	649, Four	64*	63*	211w*	NT	x
CBR1000RR	\$16,899	999, Four	113.78**	98.09**	198.1w**	63 / 24	x
CBR1000RR ABS	\$17,899	999, Four	113.78**	98.09**	210w**	63 / 05	x
CRF250L	\$5,699	249, Single	17*	NG	147w*	NT	✓
CTX200A (Bushlander)	\$5499	197, Single	NG	NG	136w*	NT	✓
CTX700A	\$7399	670, P-twin	38*	62*	226w*	64 / 7	x
CTX700D	\$10,899	670, P-twin	38*	62*	234w*	NT	x
CTX700NA	\$9,099	670, P-twin	38*	62*	219w*	63 / 7	x
CTX1300A	\$18,499	1261, Four	NG	NG	338w*	NT	x
GL1800 F6B	\$25,199	1832, Six	73.9**	143.4**	385w*	63 / 24	x
GL1800 Goldwing	\$35,799	1832, Six	88*	167*	421w*	61 / 16	x
GL1800 Valkyrie	\$20,199	1832, Six	88*	167*	341w*	50 / 14	x
NC750D (Integra)	\$11,199	745, P-twin	40.3*	68*	237w*	NT	x
NC750SA	\$8799	745, P-twin	40.3*	68*	216w*	62 / 7	x
NSC110 (Dio)	\$4199	110, Single	NG	NG	102w*	NT	✓
NSS300A (Forza)	\$6,999	279, Single	NG	NG	192w*	63 / 7	✓
NV550 (Today)	\$1849	50, Single	NG	NG	75w*	NT	✓
PCX150 (WW150)	\$4199	153, Single	NG	NG	130w*	NT	✓
VT400 Shadow (LAMS)	\$9399	399, P-twin	NG	NG	252w*	52 / 22	✓
VT750S	\$8099	745, P-twin	40.3*	60.8*	232w*	60 / 6	x
VT750 Shadow	\$11,749	745, P-twin	40.3*	60.8*	257w*	NT	x
VT1300CXA	\$15,599	1312, V-twin	55*	79*	309w*	60 / 24	x
VFR800F	\$14,599	782, Four	77.9*	75.1*	242w*	64/11	x
VFR800X	\$14,499	782, Four	77.9*	75.1*	242w*	64 / 11	x
VFR1200F	\$16,999	1237, Four	127*	111*	267w*	60 / 4	x
VFR1200X	\$17,499	1237, Four	94*	111*	275w*	62 / 13	x

Husqvarna

husqvarnamotorcycles.com.au

TE 125	\$10,995	124, Single 2T	NG	NG	109d*	NT	✓
TE 250	\$12,495	249, Single 2T	NG	NG	109d*	NT	✓
TE 300	\$13,495	293, Single 2T	NG	NG	109d*	NT	✓
FE 250	\$13,295	250, Single 4T	NG	NG	105d*	NT	✓
FE 350	\$13,995	349, Single 4T	NG	NG	105d*	NT	✓
FE 450	\$14,295	449, Single 4T	NG	NG	105d*	NT	✓
FE 501	\$14,495	510, Single 4T	NG	NG	183d*	NT	✓

Hyosung

hyosung.com.au

GT250R	\$3790	249, V-twin	21*	22*	159d*	61 / 6	✓
GV250	\$4290	249, V-twin	20*	22*	167*	55 / 2	✓
GT650R	\$5890	647, V-twin	40*	67*	208d*	59 / 3	✓
GV650S	\$6490	647, V-twin	40*	67*	220d*	59 / 3	✓
GV650C	\$6490	647, V-twin	47*	58*	229d*	60 / 7	✓

Indian

indianmotorcycle.com/en-au

Scout	\$17,995	1133, V-twin	74.7*	97.7*	253d*	64/10	x
Chief Classic	\$28,995	1811, V-twin	NG	138.9*	370d*	63 / 03	x
Chief Vintage	\$31,495	1811, V-twin	NG	138.9*	379d*	63 / 03	x
Chieftain	\$35,995	1811, V-twin	NG	138.9*	389d*	63 / 19	x
Roadmaster	\$38,995	1811, V-twin	NG	138.9*	418d*	NT	x

Kawasaki

kawasaki.com.au

1400GTR (ABS)	\$24,999	1352, Four	115*	139*	304w*	59 / 10	x
ER-6nL (ABS)	\$9999	649, P-twin	39*	56*	206w*	NT	✓
ER-6n (ABS)	\$9999	649, P-twin	53*	64*	206w*	58 / 17	✓
KLR650	\$8099	651, Single	26*	40*	194w*	63 / 5	✓
KLX250S	\$6299	249, Single	11*	17*	134w*	NT	✓
KLX450R	\$10,999	449, Single	41*	NG	126w*	57 / 3	✓
KLX150L	\$4099	144, Single	8.6*	11.3*	115w*	NT	✓
Ninja 300	\$5699	296, P-twin	29*	27*	172w*	62 / 7	✓
Ninja 300 Special Edition	\$6399	296, P-twin	29*	27*	172w*	NT	✓
Ninja 300 ABS	\$6399	296, P-twin	29*	27*	172w*	NT	✓
Ninja 300 Special Edition ABS	\$6399	296, P-twin	29*	27*	172w*	NT	✓
Ninja 650L (ABS)	\$10,499	649, P-twin	39*	56*	211w*	NT	✓
Ninja 650 (ABS)	\$10,499	649, P-twin	53*	64*	211w*	59 / 2	x
Ninja 1000	\$15,999	1043, Four	104.5*	111*	231w*	60 / 14	x
Z1000 ABS	\$16,799	1043, Four	104.5*	111*	221w*	63 / 15	x
Ninja H2	\$33,000	998, Four	147.2*	133.5*	238w*	64 / 19	x
Ninja ZX-6R	\$14,999	599, Four	94.1*	66.7*	191w*	58 / 24	x
Ninja ZX-6R (636) ABS	\$16,649	636, Four	96.4*	71*	194w*	62 / 12	x
Ninja ZX-10R	\$18,999	999, Four	147.1*	112*	198w*	62 / 17	x
Ninja ZX-10R (ABS)	\$20,499	999, Four	147.1*	112*	201w*	62 / 17	x
Ninja ZX-14R (ABS)	\$20,299	1352, Four	147.2*	162.5*	268w*	61 / 14	x
Ninja ZX-14R (ABS) SE	\$21,999	1352, Four	147.2*	162.5*	268w*	61 / 15	x
Versys (ABS)	\$9999	649, P-twin	47*	61*	211w*	62 / 24	x
Versys 650 LAMS (ABS)	\$9999	649, P-twin	39*	56*	211w*	NT	✓
Versys 1000	\$15,999	1043, Four	86.8*	102*	239w*	62 / 1	x
Vulcan S ABS	\$10,999	649, P-twin	N/G	N/G	226w*	64/16	✓
Vulcan 900 Classic	\$12,499	903, V-twin	35*	77*	281w*	56 / 9	x
Vulcan 900 Custom	\$12,699	903, V-twin	35*	77*	281w*	NT	x

Model	Price \$AUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
Vulcan 1700 Classic (ABS)	\$19,999	1700, V-twin	55*	135*	349w*	61 / 4	x
Vulcan 1700 Nomad (ABS)	\$22,999	1700, V-twin	54*	136*	382w*	59 / 1	x
Vulcan 1700 Vaquero (ABS)	\$24,999	1700, V-twin	54*	135*	383w*	NT	x
Vulcan 1700 Voyager (ABS)	\$25,999	1700, V-twin	54*	135*	406w*	58 / 25	x
W800	\$12,499	773, P-twin	35*	60*	217w*	63 / 4	x
Z800 ABS	\$12,999	806, Four	83*	83*	231w*	62 / 15	x

KTM

ktm.com.au

200 EXC	\$10,995	193, Single 2T	NG	NG	99.5d*	NT	✓
250 EXC	\$11,995	249, Single 2T	NG	NG	101.9d*	49 / 17	✓
300 EXC	\$12,995	293, Single 2T	NG	NG	102d*	49 / 21	✓
250 EXC-F	\$12,995	250, Single 4T	NG	NG	109d*	57 / 2	✓
350-EXC-F	\$13,495	349, Single 4T	NG	NG	111d*	NT	✓
450 EXC	\$13,795	449, Single 4T	NG	NG	111d*	57 / 2	✓
500 EXC	\$13,995	510, Single 4T	NG	NG	111d*	NT	✓
690 Enduro R	\$14,395	690, Single 4T	NG	NG	139d*	59 / 17	x
200 Duke	\$5995	129, Single	19*	NG	129.5d*	61 / 13	✓
390 Duke	\$7295	373, Single	32*	NG	139d*	64 / 20	✓
690 Duke	\$11,495	690, Single	50*	NG	149.5d*	61 / 22	x
690 Duke R	\$14,495	690, Single	51.5*	NG	149.5d*	64 / 20	x
RC 390	\$7295	373, Single	32*	NG	137d*	NT	✓
690 SMC R ABS	\$14,395	690, Single	49*	NG	140.5*	63 / 21	x
1050 Adventure	\$17,995	1050, V-twin	70*	107*	212d*	64/18	x
1190 RC8R	\$25,495	1195, V-twin	129*	NG	184d*	59 / 25	x
1190 Adventure	\$19,995	1195, V-twin	110*	NG	212d*	63 / 1	x
1190 Adventure (EDS)	\$22,995	1195, V-twin	110*	NG	212d*	63 / 1	x
1190 Adventure R	\$22,995	1195, V-twin	110	NG	217d*	63 / 23	x
1290 Super Adventure	\$26,995	1301, V-twin	118*	140*	229d*	64 / 18	x
1290 Super Duke R	\$24,995	1301, V-twin	132*	144*	189d*	64 / 20	x

Kymco

kymco.com.au

Aquility 50	\$1990	49, Single	NG	NG	96d*	NT	✓
Super 8 50	TBA	49, Single 2T	NG	NG	108d*	NT	✓
Super 8 125	\$3290	125, Single	NG	NG	116d*	NT	✓
Like 125	\$2990	125, Single	NG	NG	116d*	NT	✓
Like 200	\$3990	163, Single	NG	NG	116d*	NT	✓
Espresso 150	\$3990	150, Single	NG	NG	111d*	NT	✓
Downtown 300i	\$7490	299, Single	NG	NG	187d*	NT	✓
CK 125	\$1990	124, Single	NG	NG	117d*	NT	✓
Venox 250	TBA	249, V-twin	NG	NG	175d*	59 / 12	✓

Megelli

motorsportimporters.com.au

250SE	\$5690	249, Single	NG	NG	123d*	61 / 04	✓
250R	\$4850	249, Single	NG	NG	123d*	62 / 25	✓
250s	\$3990	249, Single	NG	NG	123d*	NT	✓

Moto Guzzi

motoguzzi.com.au

1200 Sport 4V SE ABS	\$17,990	1151, V-twin	77*	105*	253d*	59 / 13	x
California Custom ABS	\$21,990	1380, V-twin	71*	120*	319d*	64 / 18	x
California Touring ABS	\$24,990	1380, V-twin	71*	120*	300d*	64 / 16	x
Griso 1200 8V SE	\$19,990	1151, V-twin	81*	108*	222d*	62 / 24	x
Stelvio 1200 8V NTX ABS	\$21,990	1151, V-twin	77*	113*	257d*	63 / 1	x
V7 750 Stone	\$12,490	744, V-twin	37*	60*	179d*	NT	x
V7 750 Special	\$12,990	744, V-twin	37*	60*	179d*	59 / 24	x
V7 750 Racer SE	\$14,990	744, V-twin	37*	60*	179d*	62 / 6	x
Griso 8V SE	\$21,500	1200, V-twin	82*	108*	227d*	NT	x

MV Agusta

mvagustaimports.com.au

All MV Agusta prices are ride-away							
F3 675	\$18,699	675, Triple	94*	71*	173d*	62 / 05	x
F3 800	\$19,999	798, Triple	108*	88*	173d*	NT	x
F4	\$24,499	998, Four	144*	111*	191d*	61 / 25	x
F4 RC	\$55,880	998, Four	156*	111*	175d*	NT	x
F4 RR	\$33,999	998, Four	148*	114*	185d*	63 / 01	x
Brutale 675	\$15,799	675, Triple	81*	65*	167d*	62 / 17	x
Brutale 800	\$17,699	798, Triple	92*	81*	167d*	64/09	x
Brutale 800 RR	\$19,999	798, Triple	104*	86*	168d*	NT	x
Brutale 800 Dragster	\$20,499	798, Triple	92*	81*	167d*	63/18	x
Brutale 800 Dragster RR	\$22,999	798, Triple	104*	86*	168d*	NT	x
Brutale 1090	\$19,999	1078, Four	106*	112*	183d*	64 / 03	x
Brutale 1090 RR	\$22,999	1078, Four	116*	100*	183d*	NT	x
Brutale 1090 RR Corsa	\$27,999	1078, Four	116*	100*	183d*	NT	x
F3 675	\$18,699	675, Triple	94*	71*	173d*	62 / 05	x
F3 800	\$19,999	798, Triple	108*	88*	173d*	63 / 24	x
Stradale 800	\$19,999	798, Triple	84.5*	78.5*	181d*	64/15	x
Turismo Veloce 800	TBA	798, Triple	81*	80*	191d*	NT	x
Turismo Veloce Lusso 800	TBA	798, Triple	81*	80*	199d*	NT	x



S on and Two Times TT winner, Cam Donald, picture by Stephen Davison



Email: dave@getrouted.com.au

Area size comparison of Australia and Europe

Australia's area = 7,706,168 sq km
 Europe's area as shown = 1,483,066 sq km

Distances:

From	To	Distance (km)
Darwin	Perth	4196km
Perth	Adelaide	2106km
Adelaide	Melbourne	724km
Melbourne	Sydney	887km
Sydney	Brisbane	972km
Brisbane	Cairns	1748km

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buyersguide

Red text denotes **Editor's pick** / * Claimed / ** Measured

Model	Price \$AUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
Royal Enfield royalenfieldaustralia.com							
Bullet 500	\$7250	499, Single	NG	NG	187w*	59 / 07	✓
Classic 500	\$7550	499, Single	NG	NG	187w*	NT	✓
Classic 500 Chrome	\$7750	499, Single	NG	NG	41.3*	187w*	✓
Continental GT	\$8250	535, Single	21.4*	44*	187w*	63 / 07	✓

Sachs mojomotorcycles.com.au							
Madass 125cc	\$2990	125, Single	6*	NG	100d*	NT	✓

Sherco sherco.com							
250 2T Racing	\$11,590	249.3, Single	NG	NG	105w*	NT	✓
300 2T Racing	\$11,990	293.1, Single	NG	NG	105w*	NT	✓
250 4T Racing	\$12,290	248.6, Single	NG	NG	102w*	NT	✓
300 4T Racing	\$12,690	303.7, Single	NG	NG	102w*	NT	✓
250 2T Factory	\$12,590	249, Single	NG	NG	105w*	NT	✓
300 2T Factory	\$12,990	293.1, Single	NG	NG	105w*	NT	✓
300 SEF-R	\$12,690	303.68, Single	NG	NG	102w*	64 / 20	✓
300 4T Factory	\$13,490	303.7, Single	NG	NG	102w*	62 / 18	✓

Suzuki suzukimotorcycles.com.au							
Burgman 200 (UH200A)	\$5,490	200, Single	13.5*	N/A	161w*	64 / 15	✓
Burgman 650 (AN650)	\$13,590	638, P-twin	40.5*	62*	275w*	52 / 9	✓
V-Strom 650 LAMS (rideaway price)	\$9990	645, V-twin	35*	60*	214w*	64/12	✓
V-Strom 650 (DL650A)	\$10,290	645, V-twin	50.5*	60*	214w*	61 / 2	x
V-Strom 650XT (DL650XA)	\$11,490	645, V-twin	50.5*	60*	N/A	NT	x
V-Strom 650XT LAMS (DL650XAUE)	\$10,990	645, V-twin	35*	N/A	215w*	NT	✓
V-Strom 1000 (DL1000A)	\$15,490	1037, V-twin	74*	103*	228w*	64/11	x
DR-Z250	\$6,990	249, Single	N/A	N/A	131w*	52 / 3	✓
DR-Z400E	\$7,990	398, Single	N/A	N/A	138w*	64 / 09	✓
DR-Z400S	\$7,990	398, Single	29.4*	N/A	145w*	62 / 2	✓
DR-Z400SM	\$8,990	398, Single	29.4*	N/A	146w*	59 / 14	✓
DR650SE	\$8,090	644, Single	31.6*	54*	166w*	59 / 17	✓
Bandit 1250SA (GSF1250SA)	\$12,990	1255, Four	72*	N/A	254w*	60 / 9	x
GSRT50	\$10,790	749, Four	78*	80*	215w*	64 / 2	x
GSX-R600	\$14,990	599, Four	92.5*	69.6*	187w*	60 / 14	x
GSX-R750	\$15,990	750, Four	110.3*	86.3*	190w*	63 / 12	x
GSX-R1000	\$18,490	1000, Four	136.1*	116.7*	203w*	64 / 14	x
GSX-S1000	TBA	999, Four	107*	106*	209w*	64 / 20	x
GSX650FU (LAMs)	\$10,490	656, Four	25*	N/A	241*	58 / 14	✓
GSX1250FA	\$14,990	1255, Four	72*	N/A	257vw*	62 / 11	x
Hayabusa (GSX1300RA)	\$19,290	1340, Four	145*	155*	246w*	62 / 25	x
Gladius LAMS (SFV650U)	\$10,490	645, V-twin	35*	N/A	202w*	59 / 7	✓
TU250X	\$5,990	249, Single	13.9*	N/A	148w*	62 / 3	✓
VL250 Intruder LC	\$6,690	248, V-twin	17.7*	N/A	159w*	52 / 12	✓
C50T Boulevard (VL800T)	\$12,990	805, V-twin	39*	69*	N/A	60 / 18	x
C109RT Boulevard (VL1800RT)	\$18,990	1783, V-twin	84*	N/A	383w*	58 / 4	x
M109R Boulevard (VZR1800)	\$18,990	1783, V-twin	92*	160*	347w*	64 / 13	x
M109RZ/BZ Boulevard (VZRB002Z)	\$19,490	1783, V-twin	92*	160*	347w*	NT	x
C90T Boulevard	\$17,490	1462, V-twin	72*	136.7*	363w*	62 / 11	x
Inazuma 250 (GW250)	\$4,990	248, P-twin	18*	22*	183w*	62 / 13	✓
RMX450Z	\$12,490	449, Single	35.5*	43.4*	124w*	64 / 20	x

SYM Scoota scoota.com.au							
CityCom300i	\$5999	299, Single	NG	NG	NG	NT	✓
Classic 125	\$2499	124, Single	6.3*	8.3*	109d*	NT	✓
Firenze300i	\$6299	299, Single	NG	NG	NG	NT	✓
HD200EVO	\$4699	171, Single	11.2*	15.8*	135*	52 / 3	✓
JetSport 50X	\$2699	49, Single	2.6*	4.2*	98d*	NT	✓
Jet 4R Naked	\$2699	49, Single	2.6*	4.2*	98d*	NT	✓
Jolie	\$1999	49, Single	2.9*	4.7*	80d*	NT	✓
Mio 50	\$2599	49, Single	2.7*	3.7*	80d*	NT	✓
Mio 100	\$2999	99, Single	5.6*	7.7*	88d*	NT	✓
Orbit 50	\$1599	49, Single	2.7*	3.7*	80d*	NT	✓
Orbit 125	\$2499	124, Single	6.3*	8.3*	109d*	NT	✓
Red Devil	\$2099	49, Single 2T	3.2*	4.6*	94d*	NT	✓

TGB tgb scooters.com.au							
101S	\$1890	49.3cc	4.9*	NG	81*	NT	✓
Tapo 50	\$1990	49.3cc	3.5*	NG	95*	NT	✓
Bullet 50	\$2290	49.3cc	3.5*	NG	95*	NT	✓
Bullet RS 50	\$2790	49.3cc	3.75*	NG	95*	NT	✓
Bullet RS 150	\$3390	150cc	10.1*	NG	118*	NT	✓
X Race	\$2590	151cc	10.1*	NG	122*	NT	✓
Delivery 125	\$3790	124cc	11*	NG	125*	NT	✓
X Motion 300	\$4990	263.7cc	17.4*	NG	186*	NT	✓
Bellavita 125	\$3990	124cc	11*	NG	142*	NT	✓
Bellavita 300i	\$5490	263.7cc	17.5*	NG	153*	NT	✓

Triumph triumphmotorcycles.com.au							
America	\$13,490	865, P-twin	45*	72*	250w*	60 / 13	x
Bonneville STD	\$12,490	865, P-twin	50*	68*	225w*	61/02	x
Bonneville STD TT / Newchurch	\$12,990	865, P-twin	50*	68*	225w*	NT	x
Bonneville T100 Black from	\$13,490	865, P-twin	50*	68*	230w*	NT	x
Bonneville T100	\$14,250	865, P-twin	50*	68*	230w*	59/24	x
Daytona 675 ('13)	\$13,490	675, Triple	94*	74*	184w*	64 / 16	x
Daytona 675 ABS	\$14,990	675, Triple	94*	74*	184w*	64 / 24	x
Daytona 675R ABS	\$16,990	675, Triple	94*	74*	189w*	63 / 21	x
Rocket III Roadster ABS from	\$22,490	2300, Triple	109*	221*	367w*	59 / 10	x
Rocket III Touring	\$24,490	2300, Triple	78*	203*	395w*	63 / 18	x
Scrambler from	\$14,390	865, P-twin	43*	68*	230w*	62/01	x
Speedmaster	\$13,090	865, P-twin	45*	72*	250w*	63 / 18	x
Speed Triple from	\$16,990	1050, Triple	99*	111*	214w*	61 / 07	x
Speed Triple R ABS	\$19,990	1050, Triple	99*	111*	214w*	64 / 19	x
Sprint GT SE	\$15,990	1050, Triple	96*	108*	265w*	60 / 21	x
Street Triple 660	\$12,490	660, Triple	38**	50**	194w**	64 / 11	✓
Street Triple ABS	\$12,990	675, Triple	78*	68*	188w*	62 / 19	x

Model	Price \$AUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
Vespa vespa.com.au							
Street Triple R ABS from	\$13,990	675, Triple	78*	68*	182w*	63 / 21	x
T/bird ABS	\$19,990	1600, P-twin	63*	146*	339w*	55 / 6	x
T/Bird ABS TT	\$19,990	1600, P-twin	63*	146*	339w*	59 / 19	x
T/Bird Storm ABS from	\$20,990	1700, P-twin	72*	156*	339w*	53 / 19	x
T/Bird Commander from	\$21,490	1700, P-twin	69*	151*	348w*	64 / 2	x
T/Bird LT from	\$23,490	1700, P-twin	69*	151*	380w*	63 / 21	x
Trophy SE	\$27,990	1200, Triple	97*	118*	315w*	63 / 18	x
Tiger Sport ABS	\$15,990	1050, Triple	92*	104*	235w*	62 / 125	x
Tiger 800 ABS	\$13,890	800, Triple	70*	79*	210w*	62 / 16	x
Tiger 800 XC ABS	\$16,590	800, Triple	70*	79*	215w*	64 / 01	x
Tiger 800 XCx ABS from	\$17,690	800, Triple	70*	79*	221w*	64/17	x
Tiger 800 XR ABS	\$15,090	800, Triple	70*	79*	213w*	NT	x
Tiger 800 XRx ABS from	\$16,590	800, Triple	70*	79*	216w*	64/23	x
Tiger Explorer	\$20,490	1200, Triple	101*	121*	259w*	63 / 13	x
Tiger Explorer (wire wheels)	\$20,990	1200, Triple	101*	121*	259w*	63 / 13	x
Thruxton	\$14,390	865, P-twin	51*	68*	230w*	61/01	x

Victory victorymotorcycles.com.au							
<i>All prices are ride-away</i>							
Primavera 125 IE 3V	\$3990	124, Single	7.9*	10.4*	NG	NT	✓
Primavera 150 IE 3v	\$5990	155, Single	9.5*	12.8*	NG	NT	✓
GTS 300 Super	\$8390	278, Single	15.8*	22.3*	148d*	63 / 14	✓
GTS 300 Super Sport	\$8690	278, Single	15.8*	22.3*	148d*	NT	✓
GTS 250 ie	\$7390	244, Single	16.2*	20.2*	148d*	NT	✓
LX50 FL	\$3990	49, Single 2T	3.2*	NG	96d*	63 / 6	✓
PX150	\$6490	150, Single 2T	6.6*	9.6*	112d*	NT	✓
Vespa 946	\$11,990	155, Single	NG	NG	NG	NT	✓

Viper Motorcycles vipermotors.com.au							
Black Diamond	\$4,990	2490 V-twin	NG	215	NG	NT	x
Diamond Back	\$4,990	2490 V-twin	NG	215	NG	NT	x

Viper Motorcycles				vipermotors.com.au			
Black Diamond	54,990	2490 V-twin	NG	215	NG	NT	x
Diamond Back	54,990	2490 V-twin	NG	215	NG	NT	x



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Old School

HAMISH COOPER



Old's cool at the TT

YOU CAN'T GET much more Old School than the Isle of Man TT. It's been around since 1907 and for decades was the world's biggest motorcycle race. Then it dropped off the radar. Reinvented a few years back, it's now bigger than ever.

It celebrates the very best and the very worst of motorcycling. The air is charged with the electricity of a war zone, which is hardly surprising with the speeds the racers maintain on the narrow roads. They are racing not so much motorcycles, as projectiles.

Nowhere is the speed more graphic than watching the circuit's grassy banks being fanned by the slipstream of each passing racer.

Even Kawasaki's Ninja H2R got in on the act this year, hitting 332km/h on a demo lap.

But along with the potential mayhem that race organisers refer to as "risk management" is a celebration of all forms of motorcycling.

Marques and models from all eras of two-wheeled history make the TT a rolling festival. With sunrise before 5am and dusk lasting beyond 10pm these 17-plus hour days encourage everyone to live in the moment.

The Old School element was summed up before this year's TT by John McGuinness. In a video interview with UK website Bennetts he explained how his Honda Fireblade is based on an earlier model.

"It's a reliable, stable, good old girl," he said. "Feels a bit like the wife when I'm on board it."

He explained that the team has continued with a "2009 base package" despite trying other options. Many parts are from Honda's endurance racing parts bin, so there's not a lot of titanium trickery.

"If it's not broken, don't fix it," McGuinness said.

Anyone who doesn't believe the punishment TT bikes take should watch the famous Hislop-Fogarty duel of 1992. Hizzy's rotary Norton and Foggy's OW01 Yamaha looked like they were slowly collapsing under them. But Foggy's new outright lap record, set on the last lap, stood for seven years.

McGuinness, now well into his 40s, took the TT to a new

level in this year's feature race, the 2015 Senior TT.

He stormed to his 23rd victory with a new outright lap record of 132.701mph (213.561km/h).

For us former Seventies-longhairs, it was as significant as Mike Hailwood's famous comeback victory of 1978.

McGuinness set the first 130mph lap in 2007 and his career has progressed under the watchful eye of Honda UK's Neil Tuxworth, a 25-year veteran of race management.

Interestingly, McGuinness candidly told the AMCN Island Classic dinner a few years back that he didn't have a particular love of Honda. He had stayed with Big Red because of the consistency of the TT team and its motorcycle.

Honda's Fireblade continues to be the best performer on the world's toughest racetrack. This year Padgett's Honda's Bruce Anstey, also in his 40s, won the opening TT Superbike race as a follow-up to last year's effort where he set a 132.298mph outright record.

So the good old boys of road racing still rule, although the TT has attracted a new generation.

This is at least partially due to Paul Phillips, who turned his hobby into a day job as TT Development Manager 10 years ago. Phillips exploited social media, secured worldwide television deals and encouraged newcomers from mainstream racing.

One example is young Aussie David Johnson (pictured, below), who made his Island debut in 2010 and this year became Australia's fastest-ever TT racer, clocking up a 131.595mph (211.781km/h) lap and collecting five Silver Replica trophies.

He was on a high afterwards while fellow-Aussie Cameron Donald tried to put his crazy day into perspective in his popular internet-published TT Race Diary. He described riding the Norton prototype through the fireball of a crash, getting hit in the neck by a seagull lane and then having the rear sprocket break up in the race restart.

Old School grit and determination got him through. ■

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stable, good
old girl – feels a
bit like the wife
when I'm on
board it"



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ALEX PICKETT



Isle of Obsession

IT'S HARD TO believe my 2015 Isle of Man TT campaign has come and gone so quickly. I've barely had a chance to take it all in – it was a very full-on two weeks.

This was my third year racing at the Isle of Man, but to tell you the truth I wasn't really planning on competing this year. This was mainly due to a lack of funds and a dodgy job situation. Then a last-minute ride was offered with the high-profile Ice Valley BMW team, so off I went to the TT again. Cautious, but excited.

It was all fun meeting my teammates: Paul Shoesmith, French rider Franck Petricola, and Dan Harrison from Yorkshire in the UK. Come Monday morning though, this year's event for myself would take a turn for the worse.

The team had organised a test day at Jurby, a disused WW2 airfield turned into a bumpy race track. I was really looking forward to riding, but when we rocked up the conditions were ridiculous. It was easily the coldest temperature I had ever ridden in, and if I had my time again I wouldn't have gone out. The end result was one very battered Aussie and bike. I got caught out on cold tyres, and it was by far the biggest crash I'd ever had. On its way to hurtling itself through the air, the bike banged me very hard in the back. I was coughing up blood the next morning, but I kept quiet about that.

After we got back and assessed the extensive damage, we had a nervous wait for all the parts to turn up, putting us far behind. The weather was terrible at times and the many cancelled practice sessions also played havoc with preparation.

Finally, the bike was ready for action so out I went. On the first lap I had a massive slide coming into Ballaugh Bridge, banging the bike down onto my knee in a place where this wouldn't normally happen. Somehow I saved it, and even though I thought it was strange I soldiered on, desperate to get some laps in to qualify for the race. But just a few miles down the road, I was tipping into the kink at the end of Sulby Straight at close to

300km/h when the front tyre went totally flat. I thought about bailing out as it was hurtling towards a hedge and house, but the bike bounced off a curb and I was able to save a certain crash. After I calmed down, a track marshal came and told me that my teammate Franck had crashed and it wasn't looking good. Once I got back I found out he had passed away due to his injuries. I know it's the risk you take with the TT, but you never think it will happen to you or your mates. It was definitely the hardest day of my racing career so far.

Finally race-week started, and I was determined to get going and do Franck proud. The first Superbike race was a DNF for me due to mechanical dramas, so I was keen to get under way in the Superstock race, for which I was riding the same bike. I felt good on the first lap and did close to a 120mph lap, but not long after blasting past the grandstand the bike started playing up again, cutting in and out, sometimes at the most inopportune time. I had already been punctured out of the seat four or five times when this occurred. I remember hitting the mountain section on my second lap and trying to 'nurse' the bike back to the pits. That was the last thing I remember. I got a chopper ride to hospital apparently, after bouncing off a wall at around 225km/h and sliding down the road for 100 or so metres.

It was a massive blow, not only for me but my team, because I was starting to finally get in the groove. Up to that point I had struggled with the handling and the bike playing up mechanically. But I think this could all be attributed to the crash at Jurby.

You don't normally crash at that speed on the Isle of Man and walk away with friction burns on your arm and a badly bruised ankle. The Fairies were definitely looking after me that day.

This year's TT wasn't a great one for me or the team. In hospital I said that the TT and me were done for good. But, once the painkillers wore off I had a change of heart. I'll definitely be back in the future, because it's just such an addictive place. ■

I was
coughing up
blood the next
morning, but
I kept quiet
about that



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In Pit Lane

MICHAEL SCOTT



When only winning will do

IT'S PRETTY AMAZING just how quickly Yamaha has undone Honda. With Dani lagging badly and Marc Marquez flying off into the scenery with monotonous regularity, the Yamaha pair are running away with it.

They look set to carry on too, if the first third of the season is anything to go by. Lorenzo has been unbeatable for the past four races, but the last one in Catalunya was very close run.

If Rossi could do something about his perennially poor qualifying, it might easily have gone the other way.

Of course, he would have to have avoided getting hit by Marquez. The Honda only struck Lorenzo a glancing blow, but two Yamahas close together would have made a bigger target.

So just what has happened over the winter? Last year Marquez seemed to have put his youthful indiscretions behind him. He still frequently pushed over the limit in practice – crashing was his way of finding it. But not only did he win most races (13), he scored points in all but one. That was the Australian GP, where he was one of many victims of rapidly changing track temperatures. He also fell in San Marino and in streaming rain at Aragon, but was able to get going again.

He was still Merciless Marquez, but much less Manic Marc. Hardly bumped into anybody. Even started to get a better reputation.

That's what confidence will do for you.

This year, he has been robbed of that confidence, and has turned back into a mad dog.

Asked after the Catalunya race whether Marc was riding dangerously again, the Yamaha pair were amused, kind of.

"Just look at my face. I don't need to answer," said Lorenzo, nodding gravely; while Rossi gave his cackling laugh. "Marc is very friendly, he likes to be very close. Sometimes he wants to come inside your bike."

These are the actions of a desperate man, and desperation is something of a motif this year, with every fresh disaster.

The first race crash was in Argentina, when Rossi turned up to

take over his long-held lead. Went to pieces a bit, hit him twice – crashed the second time.

Next was in Mugello – a simple going-too-fast crash.

And now again at the next round in Catalunya. Again a collision, a swerve and a careen into the gravel.

Well, you have to admire his determination. Only first is good enough. He's got used to it: been used to it for years, in fact.

This does, however, make him less of a racer, when it comes to amassing championship points. There are some occasions when, through technical or other circumstances, it's not possible to win. On those days you are supposed to accept second.

This year, after seven races, he has won once, but three no-scores mean he lags badly behind Iannone and Dovizioso, who haven't won any. Indeed, he is only one point clear of satellite Yamaha rider Bradley Smith, who has been impressively consistent all season. Kind of the Yin to Marquez's Yang.

The changed circumstances are technical. Yamaha has unlocked more of the hidden potential from its in-line four than Honda has from its V4, which until this year everybody would have agreed was a better bike in every way.

The difference this year is in one particular area – corner entry. That is where the Honda suffers, while the Yamaha – with a more exaggerated weight transfer because of its higher, wider engine – has found a significant improvement.

This is so important. The Honda is faster and more powerful than the Yamaha, but Suzuki has proved that top speed is not in itself of such great importance.

Corner entry, on the other hand, is where nearly all the overtaking happens. If you're weak in that area, it makes you very vulnerable.

Is this what Mark can't stand? He has spoken repeatedly about how he has been forced to ride over the limit. There is another choice, but it's not for him. ■

"He likes to be very close. Sometimes he wants to come inside your bike"



Round 7 Catalunya, Spain 2015 MotoGP World Championship



Power shift

Another win for Lorenzo and another DNF for Marquez, who now faces an almost impossible task to hang on to his title

■ REPORT **MICHAEL SCOTT** ■ PHOTOGRAPHY **GOLD & GOOSE**

At what point does the 2015 season stop being about whether Marc Marquez can resume his domination, and come back to make it three titles in a row? It might have happened already, quite suddenly, on the third of 25 laps of the 4.727km Montmeló circuit outside Barcelona.

Jorge Lorenzo's Movistar Yamaha led away, as for the past three races. But this time Marquez was in hot pursuit, setting a fastest lap on the second. It looked like he was ready to attack at the end of the back straight: the notorious Turn 10, the most crashed-at corner on the calendar. But it was a mistake, or as the

champion preferred to describe it, "a small problem".

Instead of diving inside, Marquez just clipped the back of the Yamaha and picked it up to run wide. Then the Repsol Honda was barrelling into the gravel, towards an inevitable dusty crash. It was Marquez's third in seven races this year, his second in succession. He is now almost 70 points adrift – almost three races. It will take a miracle.

Of course nothing is certain, and Lorenzo was quick to point that out. He has won the past four races, leading every lap from start to finish – a new record, by the way, of 103 consecutive laps. He is looking unstoppable. Almost.

But this victory was by less

than a second and, as he later admitted, "one of the hardest races of my career". Conditions were hotter than in practice, the grip lower. The pressure, and it was relentless, came from his teammate Valentino. "He is usually better than me in these conditions, when it is more slippery."

Rossi had once again qualified badly, on the third row, and by the time he had got through to second past Dovizioso's Ducati he was almost 1.5 seconds adrift. Valentino pushed, and Jorge responded; every lap, and all the way.

"There were two times when I thought I might catch him," said Rossi, blaming his habitual bad qualifying on Open bikes

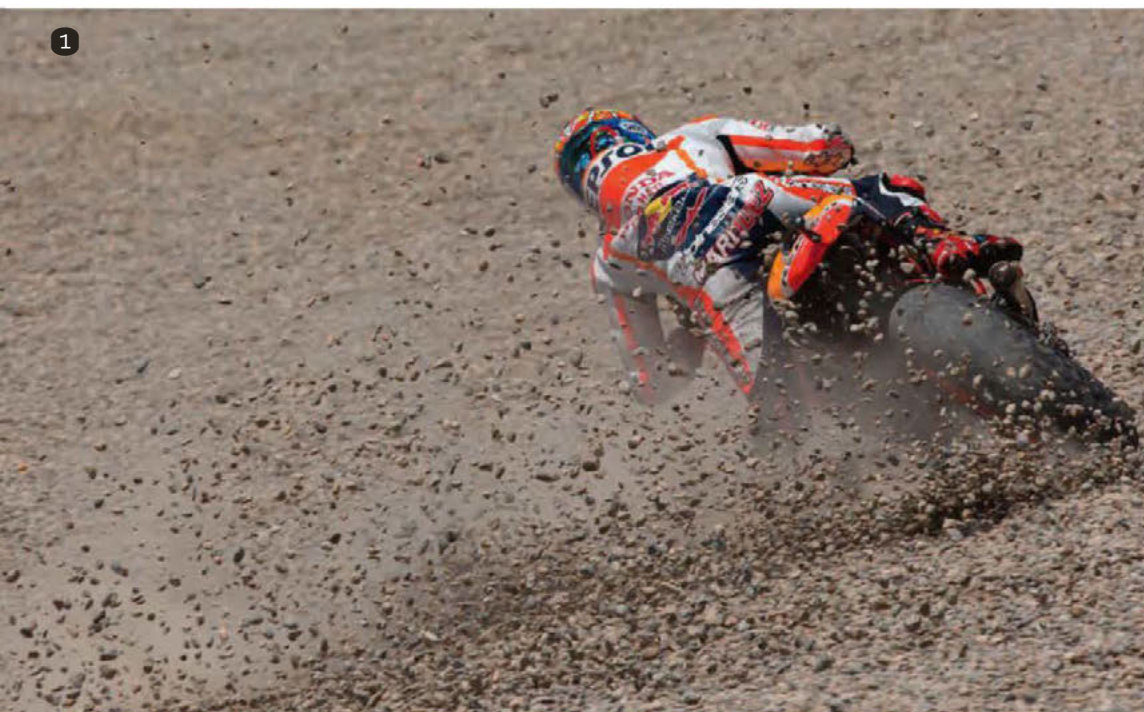
being able to use softer tyres for single banzai laps, although he added: "Jorge is on the same bike and tyres as me. Our speed is very close. If we were together on the track, I think it would be ... interesting."

The Yamaha riders have seized control of the season so far, putting Dani Pedrosa's third place into better perspective. He was distant – almost 20 seconds down. But in his third race back he was best of the rest, and "feeling a bit stronger every race. Now we need to work on improving the bike."

Marquez was naturally muted, after repeating his mantra that "when you are at the limit, it can happen". Significantly, it was in the braking where it went wrong;

Main. Despite a glimmer of hope for Rossi late in the race when he made up almost half a second, Lorenzo powered through to the chequered flag with his usual assurance **1.** Marquez's frustration was clear for all to see when he landed in the gravel again **2.** Dani Pedrosa's third place marked a return to the podium for Honda after a two-round absence **3.** Pole position didn't translate into points for Aleix Espargaro, who fell with only five laps to go

RACE REPORT SPONSORED BY



Aussie! Aussie! Aussie!



Jack Miller
MotoGP
11th

"Struggled all weekend, so really had to work for it in the race. Got a good start. In the middle section I got into my rhythm, and had a few moments – it was slippery so I struggled with the front. Happy to finish after two DNFs. We're learning this year."



Anthony West
Moto2
22nd

"I passed quite a lot of people in the first few laps. I was right behind my team-mate Simon and as fast as him through the corners, but I didn't have the same straight-line speed. I ended up fighting with people that are normally slower than me."



Remy Gardner
Moto3
DNF

"I was struggling today. My thing bogs down and doesn't go. I was diving into the corners really fast to try and keep the slipstream. I was comfortable, but then I went into a corner too hard, shifted down a little too late, and the thing went a bit sideways."

Track Attack

MotoGP Catalunya, Spain



Circuit length

4.727km

Race distance

MotoGP **118.175** km

Moto2 **108.721** km

Moto3 **103.994** km

2014 winners

MotoGP **M Marquez**

42m56.914s

Moto2 **E Rabat**

41m23.197s

Moto3 **A Marquez**

41m11.656s

Did you know?

The Circuit de Catalunya near Barcelona has been a happy hunting ground for Spanish riders – the last time they did not have at least one winner across all three classes was in 2002.

Round 7 Finishing positions



MOTOGP
25 LAPS

POS	RIDER	NAT	BIKE	TIME
1	J LORENZO	SPA	YAM	42m53.208s
2	V ROSSI	ITA	YAM	+0.885
3	D PEDROSA	SPA	HON	+19.455
4	A IANNONE	ITA	DUC	+24.925
5	B SMITH	GBR	YAM	+27.782
6	M VINALES	SPA	SUZ	+29.559
7	S REDDING	GBR	HON	+36.424
8	S BRADL	GER	YAM	+42.103
9	D PETRUCCI	ITA	DUC	+49.350
10	A BAUTISTA	SPA	APR	+52.569
11	J MILLER	AUS	HON	+53.666
12	E LAVERTY	IRL	HON	+55.765
13	L BAZ	FRA	YAM	+55.832
14	M DI MEGLIO	FRA	DUC	+1'09.037
15	A DE ANGELIS	RSM	ART	+1'25.263
16	H BARBERA	SPA	DUC	1 Lap

DNF A ESPARGARO (SPA, SUZ), N HAYDEN (USA, HON),
M MELANDRI (ITA, APR), A DOVIZIO (ITA, DUC),
P ESPARGARO (SPA, YAM), M MARQUEZ (SPA, HON),
C CRUTCHLOW (GBR, HON), Y HERNANDEZ (COL, DUC)

POLE POSITION

A ESPARGARO 1m40.546s

FASTEST LAP

M MARQUEZ 1m42.219s

RIDER STANDINGS AFTER 7 OF 18 ROUNDS

1 V ROSSI 138, 2 J LORENZO 137, 3 A IANNONE 94,
4 A DOVIZIO 83, 5 M MARQUEZ 69, 6 B SMITH 68,
7 C CRUTCHLOW 47, 8 M VINALES 46, 9 P ESPARGARO
45, 10 D PEDROSA 39, 11 J MILLER 11

Valentino pushed, and Jorge responded; every lap, and all the way



this has been the RC213V's weakest area. How quickly can Honda solve the problem?

Meanwhile, several other crashes demonstrated how treacherous the track was. Andrea Dovizioso (Ducati) fell out of an early third, and Pol Espargaro (Monster Yamaha) also fell. Cal Crutchlow (CWM LCR Honda) was knocked off on lap one for a third successive race crash, while Yonny Hernandez (Pramac Ducati) and Nicky Hayden (Aspar Honda) also tumbled. And late in the race, pole starter Aleix Espargaro (Ecstar Suzuki) fell from fourth.

This last crash almost spoiled a joyful weekend for the

returned Suzuki squad, with not only pole but also second on the grid for class rookie Maverick Viñales, who revived flagging spirits with a strong ride to sixth. The front-row start had meant little, with both bikes swamped off the line.

The race began as have the past three: Lorenzo started strongly and led into the first corner. Marquez was up close and pushing, with Dovizioso, Pol Espargaro, and Rossi passing Bradley Smith (Monster Yamaha) by the end of the lap.

Rossi was one place higher next time around, and rose to third when Marquez went flying at the end of the back

straight. The chase was on, the tension unremitting. And when Dovi had a rare race crash two laps later, there was nobody else in it, as the gap see-sawed between 1.5 and two seconds.

Aleix Espargaro recovered strongly from his bad start, passing Smith and then brother Pol by lap three. Smith followed him past, and a lap later Pol slipped off trying to get back at his faster teammate.

At the same time, Pedrosa, who had finished lap one down in 10th from sixth on the grid, was moving forward cautiously ("With so many crashes I could see the track was delicate") but steadily. He took third off Espargaro's Suzuki on lap

seven, riding past on a wave of horsepower, and continued to a solitary but delighted third.

Smith, meanwhile, couldn't quite stay with Espargaro and was being chased down by Andrea Iannone. The second Ducati was gaining places, with Scott Redding (VDS Honda) tagging on until losing touch on lap nine. While Iannone soon caught Smith, he found him hard to pass – it took almost 10 laps. After that he was able to claim fourth.

Smith was unmolested in fifth, top satellite rider again. But Redding had trouble coming from behind in the shape of Viñales' Suzuki. He caught the Englishman with 10

SAVE of the weekend

In Moto2 practice, Sam Lowes front wheel tucked under as he crested the brow in

Turn 9. Nobody, least of all the rider, could recall seeing a front wheel slide that went on so long and didn't end in a crash. "It was pure luck," the former 600 world Supersport champ said.



LOSER of the weekend

Marco Melandri's GP return with Aprilia has been dire. Teammate Bautista has been in the points five times, with a best of 10th on the work-in-progress bike. Melandri has yet to score, and retired again today, blaming gearbox trouble. Rumours abound that his days in the team are numbered.



Main: For 97,000 fans, the sunshine was welcome; for the riders, it meant challenging conditions **1.** Lorenzo hammers home the advantage **2.** A classic battle was in the offing until Marquez's crash **3.** Four in a row for Lorenzo, and just a point off the lead in the title race **4.** He was finally overtaken by Iannone, but Smith still finished best of the Brits in fifth **5.** For Pedrosa, it was another positive step in his recovery

RACE REPORT SPONSORED BY



briefs

Michelin men

Riders who stayed on at Mugello to test with Michelins are bound by their Bridgestone contracts not to speak about the French tyres. Without this restriction, it is easy to imagine what they might have said: "They lose grip very suddenly at the front." In this way, Rossi, Marquez and Lorenzo all crashed at the tests, Rossi at the fast Arrabbiata 1, fortunately without injury. Lap times were respectable, with Lorenzo credited unofficially with 1m47.7s, less than a 10th outside the lap record, though 1.2 seconds off Iannone's pole two days before. Marquez was a 10th slower. But the queasy front-wheel feeling put the kybosh on plans to run full race distance, with the riders unwilling to take further risks.

Bad manners

Marquez did say that the tests had been useful to his and Honda's task: to coax some better manners out of the beleaguered once-dominant RC213V. An over-aggressive engine, both in acceleration and braking, has taken most of the blame for his poor results. Part of the progress had been electronic, while at Catalunya he had a new exhaust system, evidenced by a slightly longer bottom tailpipe. This, he said, had improved corner entry, while they continued the search for further software refinements for the exit phase. Asked cheekily if his crash at Mugello had helped him to understand the limit, he smiled and responded: "The limit is a thing you feel. Sometimes when you are on the limit and someone is in front of you, you go over the limit and that is when you crash. We need to find this limit a little bit later. We are on the way to find that."

Clipped wings

Catalunya's broad cambered kerbs make it an easy track for riders to touch down knees and elbows, and almost shoulders. But there were fears that the incline might prove an angle too far for the factory Ducatis, with their winglets mounted low on the fairing flanks. Touching these down could be disastrous. And while Iannone ran the first session without them, Dovizioso ran a test with a strip of foam on the outside edge, serving a tell-tale function. If this touched down, it would give way without causing a crash. It didn't touch down.

laps to go, and outstripped him for a career-best sixth.

Stefan Bradl (Athinia Yamaha) defeated Danilo Petrucci's Pramac Ducati by half distance, and was first Open bike in eighth. There was a long and fierce battle for 10th, finally won by Alvaro Bautista (Aprilia) from class rookie Jack Miller (CWM Honda), who settled for a best-yet 11th.

Eugene Laverty (Aspar Honda) narrowly held ex-Superbike rival Loris Baz (Athinia Yamaha) at bay. Di Meglio (Avintia Ducati) was next, and De Angelis (Ioda ART) claimed the final point. Barbera (Avintia Ducati) had pitted and re-joined in a distant 16th. And Marco Melandri retired due to problems with the Aprilia's new gearbox.

With the second third of the season under way, Rossi still leads on points, but only one: He has 138 to Lorenzo's 137. Iannone moves to third on 94, ahead of no-scorers Dovizioso (83) and Marquez (69), with Smith just one point behind.



Round 7 Catalunya, Spain

2015 Moto2 World Championship

Main: It wasn't to be a home victory for Rins (left) or Rabat (right); for Zarco, meanwhile it was his second victory and sixth podium finish in a row
1. Aussie Anthony West couldn't match his rivals' pace on the straights and finished in 22nd **2.** Zarco finally passes Salom to set up a tense finish



Zarco leaves it late

A thrilling finale sees the Frenchman extend his Moto2 title lead

Johann Zarco started from pole, and finished first. But what happened in between was unusually intriguing for the one-make/hybrid class, with the podium decided only on the final two laps amid high drama.

Until then, the race had been dominated by defending champion Tito Rabat (EG Marc VDS Kalex), under serious pressure from class rookie Alex Rins (Paginas Amarillas Kalex).

Rabat had qualified third, with Jonas Folger (AGR Kalex) between them, but the German was punted wide into the first corner by Zarco, who had in turn been pushed out by a determined Sam Lowes (Speed Up). Lowes took the lead from Rabat on lap two,

with Dominique Aegerter (Technomag Kalex) in close attendance. Rins was fourth, but vaulted up to second when Rabat regained the lead from the English rider on lap five.

From there the two Spaniards were engaged, Rins taking over for two laps at half distance. Lowes was by then starting to lose touch and Aegerter had fallen back into the next group, where Luis Salom (Paginas Amarillas Kalex) had been heading Zarco.

At that point the Frenchman made his run, escaping from Salom and outbraking Lowes for third at the start of lap 14. Soon he was in touch with the leading pair, and the stage was set for a shoot-out. Rins slipped first, and Zarco moved

into second. Then he took first on the last lap; Rabat ran wide trying to defend himself, and dropped to third. The rostrum was reshuffled.

Lowes was safe in fourth, while Salom and Thomas Luthi (Derendinger Kalex) battled for fifth. They swapped several times, Salom taking the place by less than half a second. Folger took seventh, followed by Aegerter, Lorenzo Baldassarri (Athina Kalex), and Alex Marquez (EG Marc VDS Kalex). Kallio, Corsi, Syahrin and Simon claimed the last points.

Maximum championship points extended Zarco's title lead still further. He now has 134 to Rabat's 94. Lowes has 80, Luthi 78 and Rins 74.

Round 7 Finishing positions MOTO2 – 23 LAPS

POS	RIDER	NAT	BIKE	TIME
1	J ZARCO	FRA	KAL	41m15.487s
2	A RINS	SPA	KAL	0.426s
3	T RABAT	SPA	KAL	1.115s
4	S LOWES	GBR	UP	3.914s
5	L SALOM	SPA	KAL	7.080s
6	T LUTHI	SWI	KAL	7.383s
7	J FOLGER	GER	KAL	8.839s
8	F MORBIDELLI	ITA	KAL	10.352s
9	D AEGERTER	SWI	KAL	10.638s
10	L BALDASSARRI	ITA	KAL	10.730s
11	A MARQUEZ	SPA	KAL	11.052s
12	M KALLIO	FIN	KAL	16.338s
13	S CORSI	ITA	KAL	16.649s
14	H SYAHRIN	MAL	KAL	19.584s
15	J SIMON	SPA	UP	19.657s
16	M SCHROTTER	GER	TEC	19.966s
17	E PONS	SPA	KAL	27.233s
18	R KRUMMENACHER	SWI	KAL	30.281s
19	A SHAH	MAL	KAL	30.344s
20	T NAKAGAMI	JPN	KAL	39.906s
21	F ALT	GER	SUT	43.463s
22	A WEST	AUS	UP	43.641s
23	L ROSSI	FRA	TEC	44.849s
24	J RAFFIN	SWI	KAL	48.202s
25	T WAROKORN	THA	KAL	1m01.457s
26	R ROSLI	MAL	KAL	1m07.876s

DNF: R CARDUS (SPA, TEC), R WILAIROT (THA, SUT), R MULHAUSER (SWI, KAL), S CORTESE (GER, KAL), A PONS (SPA, KAL), X SIMEON (BEL, KAL)

POLE POSITION
J ZARCO 1m45.895s

FASTEST LAP (NEW CIRCUIT RECORD)
A RINS 1m46.474s

RIDER STANDINGS AFTER 7 OF 18 ROUNDS

1 J ZARCO 134, 2 T RABAT 94, 3 S LOWES 80,
 4 T LUTHI 78, 5 A RINS 74, 6 J FOLGER 66,
 7 F MORBIDELLI 62, 8 X SIMEON 49, 9 L SALOM 36,
 10 M KALLIO 35, 18 A WEST 17



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Way of Life!

Round 7 Catalunya, Spain 2015 Moto3 World Championship



Six-way battle

Kent shows his championship credentials with a tight but well-riden victory

It was a lap-scorer's nightmare, a tactician's playground, and an astonishingly mature fourth win of the year for Leopard Honda rider Danny Kent, who was able to parlay his remarkable speed into a win that was as decisive as it was narrow: 0.035 of a second over pole man Enea Bastianini (Gresini Honda).

It was a strategic triumph. Kent had started the first lap at the back of a sextet, drafting past into second at the first corner, taking the lead three corners later, and holding it all the way around the rest of a lap that must have seemed thousands of miles long.

It was almost a Honda lock-out for the first six, all across

the line within less than a second. Efrén Vázquez (Leopard Honda) was third, Niccolò Antonelli (Ongetta Honda) fourth and Jorge Navarro (E-G Honda) sixth. Only erstwhile leader Miguel Oliveira (Red Bull KTM) spoiled it, in fifth. All but Navarro had led at least once over the line, but positions were notional until the flag.

Brad Binder (Red Bull KTM) and Philipp Oettl (Schedl KTM) had dropped out of the group to fall into a fierce four-strong battle for seventh. That honour went to Isaac Viñales (Husqvarna) from Romano Fenati (VR46 Sky KTM), with Binder and Oettl out of touch at the end.

Another huge group – at one stage a dozen strong,

but depleted by a number of crashes – fought over the last points. A career-best 11th went to rookie Jorge Martin (Mapfre Mahindra), with teammate Pecco Bagnaia tumbling out of 12th in the last corners. That went to Andrea Locatelli (Gresini Honda), from Niklas Ajo (RBA KTM), Fabio Quartararo (E-G Honda) and a well on-form Maria Herrera (Husqvarna).

A long crash list included Ono, McPhee, Gardner, Guevara, Migno, Darryn Binder and Hanika. Vázquez set fastest lap, a new record.

Kent extended his lead again. He now has 149 points to Bastianini's 98. Oliveira is next (77), followed by Vázquez (76) and Fenati (75). ■

Main. Honda riders filled out the podium, and almost the entire top six **1**. It was an exciting opener for the huge crowd, with the lead changing repeatedly **2**. Gardner battled hard, rejoining after a crash, but is still looking for his first points

Round 7 Finishing positions

MOTO3 – 22 LAPS

POS	RIDER	NAT	BIKE	TIME
1	D KENT	GBR	HON	40m59.419s
2	E BASTIANINI	ITA	HON	0.035s
3	E VAZQUEZ	SPA	HON	0.600s
4	N ANTONELLI	ITA	HON	0.687s
5	M OLIVEIRA	POR	KTM	0.827s
6	J NAVARRO	SPA	HON	0.913s
7	I VIÑALES	SPA	HUS	8.871s
8	R FENATI	ITA	KTM	8.917s
9	B BINDER	RSA	KTM	11.068s
10	P OETTL	GER	KTM	14.968s
11	J MARTIN	SPA	MAH	16.596s
12	A LOCATELLI	ITA	HON	17.340s
13	N AJO	FIN	KTM	19.086s
14	F QUARTARARO	FRA	HON	19.320s
15	M HERRERA	SPA	HUS	19.366s
16	J DANILO	FRA	HON	22.257s
17	A TONUCCI	ITA	MAH	23.345s
18	A MASBOU	FRA	HON	26.414s
19	L LOI	BEL	HON	27.080s
20	F BAGNAIA	ITA	MAH	36.956s
21	M FERRARI	ITA	MAH	37.895s
22	T SUZUKI	JPN	MAH	37.946s
23	A CARRASCO	SPA	KTM	38.088s
24	Z KHAIRUDDIN	MAL	KTM	53.346s
25	R GARDNER	AUS	MAH	1m02.762s
26	J GUEVARA	SPA	MAH	1m16.487s
27	S MANZI	ITA	MAH	1 lap
28	A MIGNO	ITA	KTM	1 lap

DNF K HANIK (CZE, KTM), D BINDER (RSA, MAH), J MCPHEE (GBR, HON) H ONO (JPN, HON), J KORNFEL (CZE, KTM), G RODRIGO (ARG, RBA)

POLE POSITION E BASTIANINI 1m50.137s

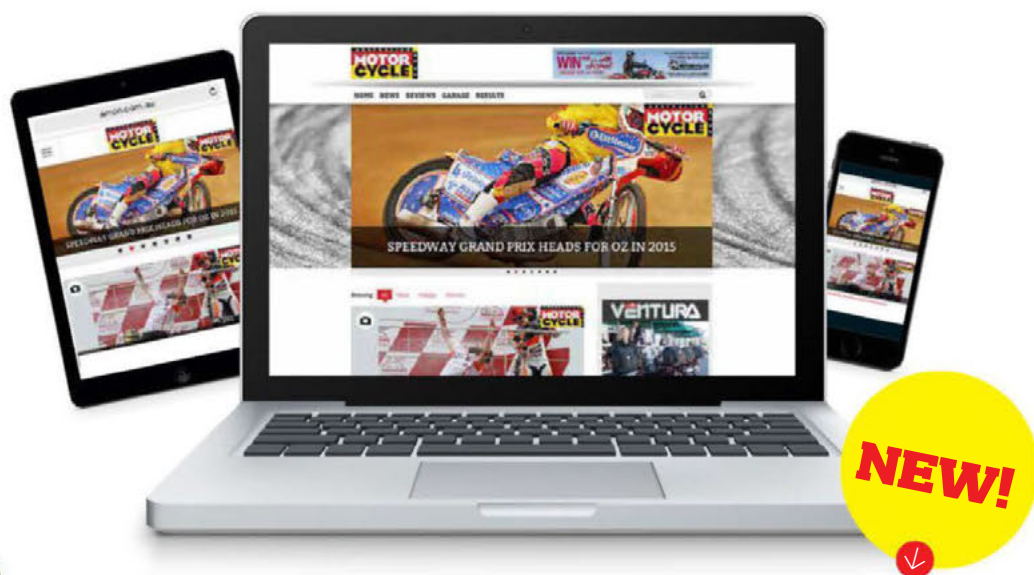
FASTEST LAP (NEW LAP RECORD) E VAZQUEZ 1m50.606s

RIDER STANDINGS AFTER 7 OF 18 ROUNDS

1 D KENT 149, **2** E BASTIANINI 98, **3** M OLIVEIRA 77, **4** E VAZQUEZ 76, **5** R FENATI 75, **6** I VIÑALES 64, **7** B BINDER 57, **8** F QUARTARARO 54, **9** F BAGNAIA 50, **10** N ANTONELLI 42



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YOUR FORTNIGHTLY FIX

Round 8 Misano, Italy 2015 World Superbike Championship



The Greens Party

Biaggi was back and fast, but he couldn't stop the Kawasakis from dominating again

■ REPORT **GORDON RITCHIE** ■ PHOTOGRAPHY **GOLD & GOOSE**

On a day when the name on the lips of almost all the claimed 32,192 raceday fans (62,540 weekend fans) was Max Biaggi, the green giants from the Kawasaki Racing Team were the ones with the biggest voices all round after the two 21-lap races at Misano.

It was a perfect day for racing, with the frisson created by Biaggi's presence and strong practice showings palpable to all. But it was the regular duo of Tom Sykes (race one) and Jonathan Rea (race two) who did all the winning.

Their tag-team with the top trophies showed that Misano

was a day of two very distinct races, with fortunes waxing and waning as we went from a morning race on a track measuring 32°C to a lunchtime race with the mercury at 44°C.

In race one Sykes took a start-to-finish win from pole and almost made it look easy. For his teammate Rea on a harder B rear tyre – not the A, same as everyone else – it was hard work to hold off both Davide Giugliano (Aruba. it Ducati) in fourth and his teammate Chaz Davies, who gave Ducati their 800th WSBK podium.

In race two, Rea was imperious once he got going on an A rear that worked just

fine as the temperatures went up. Rea has still not dropped below second place this year, and has already started to think about the championship – in his own style, at least.

“My team manager took me aside this morning and told me, ‘we need points, points, points,’ and my response was that I have enough points in my pocket, I want to win,” said Rea. “I do not think my mentality will change because the feeling of winning is much better for my motivation than to finish fifth and think about the championship.”

Sykes was stoked at winning race one, his third success of the year, but he is still 133

points behind Rea after the Northern Irish rider left with his 11th race win of 2015. And the drop off was a mystery for him. “From the beginning I was missing the grip. It was difficult to recover and when I had a fight with other riders I could not fight back. I am disappointed because we tried all we could, but in race two it was not enough. We had a great race one, and winning is winning, so it was a big shame about race two.”

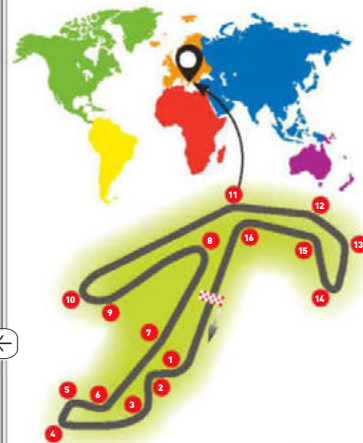
Giugliano started the day with a disappointing fourth, but more than made up for it in race two as he led for the middle third after Sykes had dropped back with his

Main. British Kawasaki paring Rea and Sykes continued their domination in Italy, making caption-writers redundant **1.** Brit Leon Haslam leads countryman Chaz Davies **2.** Davide Giugliano scored a third overall **3.** Jordi Torres scored a seventh in the second race

RACE REPORT SPONSORED BY


Track Attack

WSBK
 Misano, Italy



Circuit length
4.226km
Race distance
 WSBK R1 **88.746km**
 WSBK R2 **88.746km**

2014 winners
 WSBK R1 **T Sykes**
 WSBK R2 **T Sykes**
 WSS **M vd Mark**

Did you know?

Misano Adriatico, renamed for Marco Simoncelli, used to be raced anticlockwise. For years, the only building overlooking the track was a convent, and on racedays the windows would be packed with spectating nuns

Round 8 Finishing positions WSBK 21 laps

GRID	RIDER	NAT	BIKE	R1	R2	POINTS
1	T SYKES	GBR	KAW	1	5	242
2	L HASLAM	GBR	APR	5	3	226
3	D GIUGLIANO	ITA	DUC	4	2	106
4	J REA	GBR	KAW	2	1	375
5	M BIAGGI	ITA	APR	6	6	20
6	J TORRES	ESP	APR	DNF	7	140
7	A LOWES	GBR	SUZ	12	DNF	84
8	A BADOVINI	ITA	BMW	7	11	77
9	S GUINTOLI	FRA	HON	9	9	127
10	M PIRRO	ITA	DUC	8	8	16
11	C DAVIES	GBR	DUC	3	4	213
12	M BAIUCCO	ITA	DUC	15	DNF	89
13	L MERCADO	ARG	DUC	11	DNF	90
14	N CANEPA	ITA	DUC	DNF	12	7
15	M VD MARK	NED	HON	10	10	97
16	M REITERBERGER	GER	BMW	16	13	3
17	R RAMOS	ESP	KAW	14	14	51
18	L CAMIER	GBR	MV	13	16	43
19	R DE PUNNET	FRA	SUZ	DNF	17	22
20	D SALOM	ESP	KAW	17	15	43
21	S BARRAGAN	ESP	KAW	19	20	17
22	G VIZZIELLO	ITA	KAW	20	19	0
23	C PONSSON	FRA	KAW	18	18	7
24	G RIZMAYER	HUN	BMW	21	21	3
25	I TOTH	HUN	BMW	22	22	5

SUPERPOLE
 T SYKES 1m34.214s

FASTEST LAP
 R1 D GIUGLIANO 1m34.855s
 R2 J REA 1m34.720s

RIDER STANDINGS AFTER 8 OF 13 ROUNDS

1 J REA 375, 2 T SYKES 242, 3 L HASLAM 226,
 4 C DAVIES 213, 5 J TORRES 140, 6 S GUINTOLI 127,
 7 D GIUGLIANO 106, 8 M VD MARK 97, 9 L MERCADO 90,
 10 M BAIUCCO 89



Aussie! Aussie! Aussie!



Aiden Wagner
Superstock 1000
 DNF (crash)



Bryan Staring
Superstock 1000
 9TH



Glenn Scott
Supersport
 15TH

Aiden celebrated his recent 21st birthday by joining fellow-Aussie Bryan Staring at the professional Pedercini Kawasaki team, his third berth in as many rounds. He qualified in P23 for the Misano race but wasn't classified as a finisher, crashing out of 19th place just a lap from the end.

Three weeks after turning 28, finishing ninth in Misano and top-placed Kawasaki was a good result, having started from P12 on the grid. His last year in the class marks a return to the Pedercini Team. After eight rounds, he's also ninth – and top Kawasaki rider – in the championship.

Claiming a single point for 15th place, privateer and WSS rookie Scott has four points-scoring finishes from eight starts. Scott and his Aark Racing team have been knocking on the door of the top ten at times this year on the Andrew Hallam tuned Honda, and are determined to improve.



“No Chance. I think to go and win this is not in my possibility” –Biaggi

mysterious rear-traction issues. Giugliano took second but for a time at least, his first WSBK win (and what would have been the 100th win for an Italian rider) will have to wait.

“We were so close to the podium in race one and then got there in race two, but I’m a little disappointed because I wanted to win here,” said the “other” Roman rider. “Unfortunately, [losing] Friday’s session and the fact I couldn’t work effectively due to my physical condition didn’t help us.”

A rise in temperature generally helps the Aprilias and it helped Leon Haslam (Aprilia Racing Red Devils) to a strong third place in race two, after being harried by Biaggi all the way, in the latter stages of race

one. Did Max play nice and not try to pass him? Haslam thought not, but knew he had been in a fight with his old adversary and new partner in development of the RSV-4 FF.

Chaz Davies had two strong – and maybe even over-strong – races at Misano, and he needed to do so, after his gear change system acted up approaching Superpole and he qualified on the fourth row. He took a third and then a fourth on a day when it could have gone horribly wrong.

But the main event at Misano was, of course, Biaggi. The two-time world champion stunned the paddock with two Free Practice top spots on Friday, but in the real races he was sixth twice.

He slotted in behind Haslam

in race one, respectfully it seems, but he overtook Jordi Torres (Aprilia Racing Red Devils) in race two and almost caught the struggling Tom Sykes after that. At the end he was only 5.911sec from what would have been an astounding win.

His return was well anticipated and also well received all round, as he showed how fast he still is at 43 (44 next week!) and how much he had learned from a pre-Misano test. Before the race he had played down his chances of a win: “No chance. I think to go and win this is not in my possibility, but to do a nice race, we can do.”

So he surprised even himself to be so close in race two. “Race two went better than

the first. I finished about five seconds behind the winner, which is really not much at all.”

One-off rider Michele Pirro (Aruba.it Ducati) was a respectable eighth on both occasions, and only 10 seconds off the win in what was a super-close race two, once everyone had done their homework on the strange new Misano asphalt. The resurfaced venue offers grip and strange tyre wear, with the centre section of some bikes feeling it most in some cases, and other tyres appearing to be well worn on the sides but not losing lap times because of it.

Unsurprisingly, Rea set a new lap record on the new surface: 1m34.720s in race two. That was almost a second quicker than the previous best

Main: Van der Mark showed consistency if not pace, taking two tenth places **1.** Sykes meant business, from Turn One **2.** Brit Alex Lowes leading compatriot Leon Camier's specially-painted MV Agusta **3.** It's first under the linen that counts

RACE REPORT SPONSORED BY




Talking tech

Pipe screams

AT THE PREVIOUS round in Portimão, Ducati unveiled a set of Akrapovič exhausts on their factory bikes that were radically different from the already unique set-up of the road bike.

Their two silencers under the sump that put gases out down and away from the machine changed to two silencers in the same location, but only one of these was a silencer in the conventional sense. The other one exited higher up and behind the rider's right foot. They cost a fortune – each set over €10,000 (\$14,600) – but that was not the bone of contention for some.

A few rivals said they broke the rules of the class, in that the racebike pipe design has to follow the same geometry as the roadbike. So if the roadbike has one pipe on the left and one on the right, you have to follow that rule. But as each silencer on the

Ducati exits on the same side as the original, and given that the design can be changed, that is enough for the rules.

Many WSB machines change the look and even location of the exhaust system on the roadbike, but are still perfectly legal. Honda's roadbike exhaust exits low and to the right while their racebike one exits high – but crucially, to the right.

Kawasaki has a power valve inside the pipe and also links different cylinders to different exhaust outlets compared to the roadbike. But it does still exit on the right.

In general, fewer balancing pipes are present compared to previous seasons.

With a reduction in top-end tuning and many standard parts inside the engine due to the 2015 rules, exhaust needs have changed, from chasing top revs



to beefing out the midrange as well. Midrange is a relative term, as nobody is asking their bikes in WSBK to drop below probably 7000rpm or so when riding in anger on the track.

Decibel limits under the rules are 107db, after the race – noisy, but not anti-socially so.

One-on-one



Romano Albesiano
 Aprilia Racing Chief

How tough has this season been for Aprilia in WSBK?

WSBK is not more difficult than we thought. We did not know about our competitive level before the beginning of the season because the rule changes made a big mess. This season for us in Superbike is a season for understanding where we are. Like a kind of standby – a good level – but in order to understand where our level is. We have to decide if with these kinds of rules we are still interested or not to remain here. It is not decided and we are discussing it now. For sure we lost a lot from last year. This is the point of this season for us in Superbike. This season is for us to do well, not necessarily a season for winning. Then we will see what we will do.

What has been the single biggest problem for you under the 2015 WSB rules?

“The biggest thing for us is the gearbox. This is what has affected our performance more. We are in quite big trouble in every hairpin exit. Our bike had some advantages and some weak points, and the new rules increase the weak points. Before, exiting the corner on our bike was the best point, if you have the right rpm and the right power. The discussion about rules was done last year. We have not requested any changes. We discussed so much last year, and we lost on almost every point, so we are not really interested in discussing anymore.

Round 8 Misano, Italy 2015 World Superbike Championship

Main: Returning Roman Max Biaggi proved he still had it, qualifying and racing at the pointy end of the field 1. Despite his return, the Kawasaki pair still dominated the podium



Venue

Reinvention

THE TRACK SURFACE at Misano Adriatico has always been a talking point, from the days when it was so bad that the top GP riders boycotted the race, to now, completely resurfaced for 2015.

The new 4.226km ribbon of tarmac was ebony black, and should absorb even more heat than previous version, which could get to 60°C. That's an oven setting for the slow food crowd. A crimson fringe to some corners adds an air of drama. What the new surface did most of all was confirm Misano's future, something it may not always have been.

Of course the most remarkable thing about the round in general this year was the appearance of Max Biaggi, whose brilliant day-one return must have seen ticket sales for Sunday jump upward at what has always been a popular event. The location of Misano by the seaside on the Adriatic coast of Italy makes it popular. The season it is held in – nearly high summer – makes it even more so.

Rea still leads by an eye-watering 133 points

from Sykes in 2014, with maybe 20 more horses to play with back then.

With a new four-year contract extension in its back pocket, Misano can look forward to more tight and occasionally thrilling WSB weekends like this, with real battles and some hefty moves being put in by even the top riders.

In the championship points, with eight of 13 rounds now completed,

Rea still leads by an eye-watering 133 points with 375 to Sykes' 242. Haslam retained third with 226, Davies is fourth on 213 and Torres has 140, after a fall in race one.

The next race is at America's Laguna Seca on 19 July, but people are already talking about Max Biaggi coming back for the round after that one. It's in the heat of Sepang on 2 August.



Highside no slowdown

Davide Giugliano (Aruba.it Ducati) didn't make one lap of the first session of practice, high-siding off and unable to restart that session. Despite significant bruising to his groin, right leg, hip and torso he finished second fastest in the afternoon session.

He qualified third after Superpole.

Stoner at WSBK

Retired MotoGP champion Casey Stoner was in the Misano paddock for the start of race weekend, hanging with his old British 125cc championship mates Leon Camier and Chaz Davies at the most popular holiday race of the season. He will be in action at the Suzuka 8 Hour.

Tom puts it back

After Tom Sykes, a man of many tonsures, had hacked off his beard shortly after Portimao but has enough facial hair grown back to almost qualify as a new one at Misano. He said, "When I shaved it off I thought, Jesus, I look like a small boy!"

Testing limits

Fast crashes abounded on day one at Misano, with Michael Van der Mark (Honda), Leon Haslam (Aprilia) and most notably Christophe Ponsson (Kawasaki) falling at high speed. Ponsson had to pass a medical check before he was allowed back on track on Saturday as he did the splits – involuntary!

Counting on five

Tom Sykes thought that the races would be contested between five riders at Misano, after Superpole: "I think there will be at least five very consistent fast riders. All the Aprilias can be put in and I would be very interested to understand the spec of Biaggi's bike. It goes like a rocket!"

MV Pretties up

Style house Missoni designed special clothing and a paint scheme for the MV Agusta WSS and WSB bikes at Misano. Coloured stripes on the flanks of the F3 and F4 were based on an original artwork from the company's founder.



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Main: Frenchman Jules Cluzel pipped American PJ Jacobsen
1. Sofuoglu had a dismal day which included a crash and a halving of his title lead **2.** Gino Rea leads Fernando Menghi
3. Aussie Glenn Scott finished where he started - 15th

Round 8 Misano, Italy 2015 World Superbike Championship



The Cluzel missile

The championship has tightened up after a win for Cluzel and a poor result for Sofuoglu

Any rider who sets a new lap record (a 1min 38.239s, on lap six) of a 19-lap WSS race is not cruising his way to a victory. Jules Cluzel (MV Agusta Reparto Corse) was clearly not easing up at Misano, and he had no opportunity to, as second-place rider PJ Jacobsen (Core Motorsport Thailand Honda) was only 1.525sec down at the flag. But compared to many past WSS races, Cluzel had this one under control.

"We had some luck today so we have to take that and continue in this way," he said. "We have to make no mistakes and we can come back. I am happy with that race and it

was not easy but I won so I am happy. After Thailand and Aragon I forgot my chance to win the championship and just tried to win races."

The rider he is chasing in the title, Kenan Sofuoglu (Kawasaki Puccetti Racing), had a difficult race day. Feeling his back tyre spinning from early in the race, Sofuoglu fought with hometown hero Lorenzo Zanetti (MV Agusta) before falling on the final lap. He got back on but finished 11th and lost half of what had been a 40-point lead. Although he knew race-day may not be the smoothest, he clearly did not have the race pace of the MV or Honda on Misano's new surface.

Jacobsen, despite suffering with a degree of arm pump that has affected his season at times, was a class act at Misano, but he could not close in on Cluzel no matter what. Two races into his Honda career, after doing the first part of the season on a Kawasaki, he has two podiums.

A superb fight for fourth was won by Gino Rea (CIA Landlords Insurance Honda) who was in a scrap between seven riders who finished within 2.1sec of each other. They might have been a full 23 seconds from the winner, but this was old-style WSS racing: evenly matched riders and bikes and lots at stake for all of them, just before the first summer break starts.



Round 8 Finishing positions WSS 19 laps

GRID	RIDER	NAT	BIKE	R8	POINTS
1	J. CLUZEL	FRA	MV	2	135
3	P. JACOBSEN	USA	HON	3	115
4	L. ZANETTI	ITA	MV	4	97
5	G. REA	GBR	HON	5	80
7	A. BALDOLINI	ITA	MV	9	44
6	F. MENGHI	ITA	YAM	13	34
9	C. GIMARINO	ITA	KAW	11	40
13	R. RUSSO	ITA	HON	14	31
12	M. FACCANI	ITA	KAW	10	43
14	M. CARDENAS	COL	HON	12	36
2	K. SOFUOGLU	TUR	KAW	1	155
8	R. ROLFO	ITA	HON	6	58
17	D. SCHMITTER	SUI	KAW	15	27
10	K. WAHR	GER	HON	20	10
15	G. SCOTT	AUS	HON	22	8
19	D. JUHASZ	HUN	HON	0	0
21	N. CALERO	ESP	HON	0	0
20	K. MANFREDI	ITA	HON	0	0
23	F. FERRONI	ITA	KAW	0	0
16	A. IVANOV	RUS	YAM	DNF	3
22	J. CHROBAK	HUN	HON	DNF	0
18	M. RAMIREZ	ESP	HON	DNF	7
11	K. SMITH	GBR	HON	DNF	56

POLE POSITION

J. CLUZEL 1m37.482s

FASTEST LAP

J. CLUZEL 1m38.239s

RIDER STANDINGS AFTER 8 OF 13 ROUNDS

1 K. SOFUOGLU 155, 2 J. CLUZEL 135, 3 P. JACOBSEN 115, 4 L. ZANETTI 97, 5 G. REA 80, 6 R. ROLFO 58, 7 K. SMITH 56, 8 R. WILAIROT 46, 9 A. BALDOLINI 44, 10 M. FACCANI 43, 22 G. SCOTT 8, 27 A. WAGNER 5





MOTORCYCLING AUSTRALIA EVENTS CALENDAR

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JUNE - AUGUST 2015

DATE	EVENT	LOCATION
JUNE 27/28	AUSTRALIAN SENIOR DIRT TRACK CHAMPIONSHIP	GUNNEDAH, NSW
JULY 4/5	AUSTRALIAN JUNIOR DIRT TRACK CHAMPIONSHIP	KEMPSEY, NSW
JULY 5	MX NATIONALS ROUND 6	RAYMOND TCE, NSW
JULY 19	MX NATIONALS ROUND 7	SHEPPARTON, VIC
JULY 25/26	YAMAHA AUSTRALIAN OFF ROAD CHAMPIONSHIP ROUND 9 & 10	KYOGLE, NSW
AUGUST 2	MX NATIONALS ROUND 8	NOWRA, NSW
AUGUST 15/16	YAMAHA AUSTRALIAN OFF ROAD CHAMPIONSHIP ROUND 11 & 12	MONKERAI, NSW
AUGUST 22/23	AUSTRALIAN ATV MOTOCROSS CHAMPIONSHIP	ALICE SPRINGS, NT
AUGUST 23	MX NATIONALS ROUND 9	TOOWOOMBA, QLD
AUGUST 29	AUSTRALIAN SENIOR TRACK CHAMPIONSHIP	TAREE, NSW
AUGUST 29	AUSTRALIAN TRIAL CHAMPIONSHIP	PACIFIC PARK, NSW
AUGUST 29/30	MX NATIONALS ROUND 10	COOLUM, QLD

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2015 ASBK SERIES CALENDAR

ROUND 1	WSBK, PHILLIP ISLAND GRAND PRIX CIRCUIT	VIC	FEBRUARY 19 - 22
ROUND 2	MORGAN PARK RACEWAY	QLD	APRIL 10 - 12
ROUND 3	BARBAGALLO RACEWAY	WA	MAY 22 - 24
ROUND 4	SYMMONS PLAINS RACEWAY	TAS	SEPTEMBER 4 - 6
ROUND 5	PHILLIP ISLAND GRAND PRIX CIRCUIT	VIC	OCTOBER 2 - 4



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MotoGP



Many riders had their Monday test scheduled altered by the storms which hit at midday - Jack Miller was one

The morning after

Mid-season MotoGP test brings new hope to the strugglers

REPORT NEIL SPALDING PHOTOGRAPHY GOLD & GOOSE

IT USED TO be simple: the Catalan Grand Prix took place on Sunday, and the new parts

Honda

TOP PRIORITY IS to settle the behaviour of the wayward 2015 bikes. To match the new Ducati, Honda boosted the power of their engine for 2015, but that seems to have resulted in a very peaky delivery and a throttle that doesn't always feel "connected". This can be fixed if you change parts like cams and pistons, but Honda competes in the Factory category where engine designs were frozen after the first round.

Part of Honda's "power-up" kit was the use of much bigger exhaust pipes. These provide more power high up, but might reduce some of the throttle response and midrange torque. We don't know what was done inside the engine, but we do know it is difficult to modulate the engine's response. To fix this, Honda brought exhaust systems to Catalunya that looked like last year's smaller diameter versions.

For the Monday test Honda prepared two bikes for Marquez, one using the same "Marquez only" chassis he used on race day, the other with his 2014 chassis (the first time he has ridden one since the first Sepang test). Both had the smaller exhaust pipes

came out on Monday. But with both Ducati and Suzuki trying to get their bikes fully up

to speed, and Honda fighting to correct an over-ambitious start-of-the-year upgrade,

many parts went straight onto the bikes on the Thursday afternoon before practice.

fitted. After a very brief period on track, Marquez declared himself happier with the 2014 chassis.

Whether he actually felt an improvement is a moot point; he isn't riding smoothly at the moment and Honda are allowing him to try different equipment in the hope that it will feel familiar and comfortable. It's going to take a longer, more comprehensive back-to-back test to see which chassis works better. Because the rain stopped the Catalunya test early, that test will take place at Assen next week.

It would be surprising if there was a big difference between the two chassis but there clearly is something. It may be the changed rear section, which allows the much bigger 2015 exhaust into the rear cylinder head. It has always been a tight fit there, but they might have moved the engine position a little.

However, these chassis mods don't get around the original problem: the overly aggressive power delivery. Honda may be able to adjust the inlet system and clutch to tame it a bit, but with a frozen engine design, they are very restricted.



Yamaha

A NEW CHASSIS was due to be tested in the afternoon at Catalunya, but the rain put paid to that idea. Instead, Yamaha travelled to Aragon to share a private test with Suzuki.

Tech 3 did get some laps in, however. Bradley Smith didn't have any new parts so spent the time fine-tuning his old 2014 chassis. Pol Espargaro has had a new-style 2015 chassis for the last two races, moving the engine weight back about 20mm. The weight of the engine and the rider makes a massive difference

to the way the bike works. For example, Smith's handlebar is mounted at the back of the fork legs; these help move his weight backwards by about 25mm, enough to keep him competitive.

Pol obviously believes some of his problems lie in not having the right balance, so his bike was prepared with a different bar and pegs to shift his weight slightly forwards. Unfortunately for Yamaha, rain stopped him getting too much time on the revised set-up so we will have to wait and see what he uses at Assen.

Ducati

THE PRIMARY CONCERN prior to the race was to discover how close their new winglets would get to the Catalunya circuit's famous kerbs – they didn't want the ends hitting and causing a crash. For the first practice Dovizioso used redesigned winglets with the outer 20mm replaced with a neoprene-like rubber section. By the second session he had changed to the normal winglets with 20mm of foam added to the outside. These didn't touch either, so for the rest

of the weekend the bike ran with its normal pieces.

Ducati didn't test with their factory team at Catalunya, preferring to go to a private test in a few weeks at Misano. For the work in Spain, Ducati used their test team with Pirro as the rider so that Michelin could test tyres. They were also testing the Michelins with an array of sensors added to measure the way the tyres change in diameter at different points of the track and under different loads.

Easy does it: Dovi rode with these protectors to avoid a disaster



Aprilia

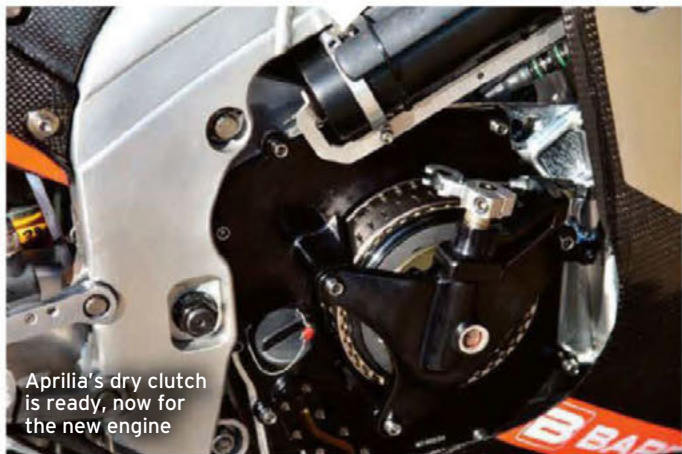
THE TEAM ARE STILL trying to get their bike up to speed. The design of their current engine means that the "right" position for weight distribution puts the output shaft in the wrong position, creating a large "anti-squat" geometry with the swingarm.

This is limiting the bike's desire to pitch backwards under acceleration and also preventing it from working the rear tyre hard enough to generate the heat it requires to grip properly.

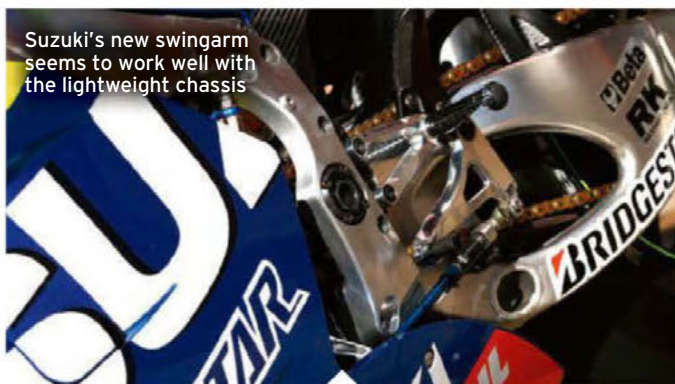
Understandably, that is restricting the bike's performance.

Of course it's going to take time to get a new engine built. According to engine chief Uncini Manganelli, it is still at the drawing-board stage – in other words, this problem will be around for quite a while. That hasn't stopped Aprilia testing other components in readiness for a new engine. This time it was a swingarm with revised stiffness ratios and a dry clutch.

Aprilia's dry clutch is ready, now for the new engine



Suzuki's new swingarm seems to work well with the lightweight chassis



Suzuki

A GOOD WEEKEND continued a "step by step" development policy with the debut of a slightly more powerful engine to go with the longer swingarm that arrived a few races ago. It might have only been another 7.5kW, but it transformed the Suzuki into a "Catalunya special".

Catalunya is bumpy and gets really slick when it's hot. The Suzuki is still in an early form of development and has a fairly lightweight chassis, one that would work well in most of the bumpy corners. The exception

was turn five, where Espargaro dumped the bike both in the race and in the test.

The modest increase in engine power made the bike easy to control. And fitted with the soft compound tyres for qualifying, it got Suzuki the top two positions on the grid.

There's still a way to go, and the race showed up the bikes' weak points, like the way they were out-accelerated to the first corner. But they are far more competitive than anyone expected after seven rounds.

An Akira Kawasaki entry could add spice



Akira Kawasaki

FOR THE FIRST TIME, Akira brought its private project bike to an official MotoGP. This bike has a highly tuned Kawasaki ZX-10 engine with a pneumatic valve spring cylinder head similar to the one used by Avintia in an FTR chassis in the 2013 and 2014 MotoGP campaigns. It's not short of power, but it has always been a little difficult to control.

The earlier version tested at Jerez in January with Michelin Moto2 tyres has been redesigned with a new chassis. It also went out on MotoGP development Michelin tyres for the first time.

That means no official times were made available, but it didn't seem much slower than Pirro on the Ducati, also on Michelins.

Compared to a MotoGP machine designed for the current control Bridgestone tyres, the chassis looked over-engineered and rigid, but that may work for the new Michelins. Although there are no current plans to race the bike, it must be reassuring for Dorna to know there is at least one customer bike available if a major manufacturer ever decides to leave the sport.

NEIL SPALDING

MotoGP

Yamaha race boss Lin Jarvis (below) looked on nervously when Marquez tried this risky move at Catalunya



Yamaha boss urges Marquez to back off

WITH THE MOTOGP world championship coming down to a Yamaha showdown between Valentino Rossi and Jorge Lorenzo, there are increasing concerns that Marc Marquez could influence the title outcome – for all the wrong reasons.

With his dreams of a third consecutive title shattered after just seven races, Honda golden boy Marquez is refusing to moderate his edgy, all-or-nothing style.

Not even the nervous front-end manners of the latest RC213V has shaken Marquez's belief in his dynamic but risky late-braking strategy.

Marquez crashed out of last week's Catalunya GP after losing control on the brakes in an overtaking lunge at Lorenzo that came within millimetres of putting both riders in the gravel.

Marquez's dramatic move on lap three of 25 saw him score zero points for the third time in seven races



while Lorenzo won his fourth consecutive race.

It was a trademark but ambitious move from Marquez given the fast, untouchable form of Lorenzo in leading all 103 laps of the past four races.

With Marquez's title hopes all but over, Yamaha race boss Lin Jarvis is nervously hoping that Rossi and Lorenzo get a clean run at going head to head for the title.

"Marc did a big mistake,

you can't win a race at that point. Did he think he was going to beat Jorge on lap three?" Jarvis said.

"His championship is over so it looks like he is risking a lot for a race win. He could have hurt himself or he could have eliminated Jorge, it is not a professional approach.

"Marc can risk by himself if he wants but I just hope he does not disturb the championship contest."

Settling for second,

however, is not how Marquez became MotoGP's youngest-ever double world champion. He admits the title is now "difficult" but that his "mentality" in races will not change.

"I took the risk in the race and people asked 'why didn't you ride to finish?'"

"Sure I can finish the race 20 seconds behind them but this is not my style," Marquez said.

"Now I am at the point where I need to take risks if I want to win this championship.

"The championship will be difficult but I will continue my style and way of working with my team to come back to my level and win races."

Marquez has won just one out seven races and is 69 points behind Rossi (two wins) and 68 points adrift of Lorenzo (four wins). It almost defies logic that he could close the gap on not one, but both Yamaha riders.

COLIN YOUNG

Swann Insurance Australasian Superbike Championship

Red, blue and green battle set for SMSP

THE ASC RETURNS to Sydney Motorsport Park (SMSP) on 26-28 June for round three of Australia's most competitive domestic road-racing series. Six weeks on from round two at Mallala, Team Yamaha will have had time to develop their new R1 superbikes even further, and will attempt to put an end to Honda's early-season advantage. The signs that the Blue army was on the rise were already showing at Mallala, with the number one plate of Wayne Maxwell taking the round win from Team Honda's Jamie Stauffer and Troy Herfoss.

With round-one revelation Aiden Wagner now overseas – despite scoring an impressive superbike debut win while deputising for an injured Jamie Stauffer – Troy Herfoss holds a slender two-point championship lead from Maxwell. He's followed by Kawasaki's Sean Condon and

ASBK champion Glenn Allerton.

Don't be surprised to see a splash of green cover the podium come race-day, as Kawasaki's ZX10-R is the top choice among the privateers – for good reason. Condon and Mike Jones have both been on the rostrum this season and are capable of mixing it up with the factory riders.

Added interest arrives in the form of the new Ducati Panigale 1299, to be ridden by Beau Beaton and prepared by Craig McMartin. ASC rules allow twins up to 1300cc to run against the 1000cc four-cylinder machines, and the extra cubes in the new Ducati should see another manufacturer vying for podiums.

Beaton and McMartin will also appear in the Pro-Twins races on an updated version of the exquisite 1600cc Irving Vincent and a Ducati 1199R respectively. The Supersport class has put



Expect another tight race between Maxwell and Herfoss

on some red-hot racing so far this season, and with six different riders and three manufacturers appearing on the podium, the championship is still wide open. And the cheap and highly competitive nature of the Ninja 300 Cup class provides the biggest grids, and some of the

tightest racing.

A full day is scheduled for both Saturday and Sunday. Parking, paddock and grandstand access are all free, as are under 16-year-olds with a paying adult. Adult tickets are \$30 for one day or \$40 for a weekend pass. Practice and qualifying on Friday is free.

BSB

Aussies crowd the box in BSB

AUSTRALIA WAS WELL represented on the podium at round four of the British Superbike Championship (BSB) at the Snetterton 300 circuit on 21 June. Reigning champion Shane Byrne (Kawasaki) took an emphatic double victory for the UK, but the best of the rest was an all-Aussie affair. Milwaukee Yamaha's Josh Brookes managed to tally two second place finishes despite countering troubles with the bike's electronics in the second

race. Taking third place on both occasions was Jason O'Halloran (Honda Racing), making his BSB podium debut. Both Brookes and O'Halloran are inside the top six, crucial to making the end-of-year BSB title shootout.

Brookes' Yamaha teammate Broc Parkes will be hopeful he has broken his poor run of early season luck with a welcome pair of 11th place finishes, but is sure to be gunning for higher results after Milwaukee Yamaha boss

Shaun Muir warned the Aussie he expected top-six results from both his riders when interviewed on the live TV coverage.

Josh Waters (Suzuki) and Billy McConnell (BMW) only managed one scoring ride, both with a 14th place apiece. And Jed Metcalf (Kawasaki) struggled to get up to speed on his first BSB outing of the year after missing the first three rounds due to visa issues. He finished 21st and 20th in the 36-bike field.

Hot Currie

Victorian teenager Benjamin Currie (Yamaha) has finally scored his maiden victory in the British Superstock 600 championship after three second places this season. Currie sits second in the series, and has now moved to within 13 points of the lead.

In the two British Supersport championship races, South Aussie Levi Day (Kawasaki) scored third and second positions in the EVO class, 11th and seventh overall, and now sits second in the EVO championship.

David Johnson returned to the Superstock 1000 class with Smiths BMW after a successful TT campaign, but crashed out while pushing for a podium finish. Fortunately, he was unhurt.



It was a podium finish for Brookes and a happy O'Halloran (right)



Currie celebrates his win

2015 Australian Supermoto Championship



Paul & Michael Galloway

Watch this space

Organisers have high hopes of bringing even bigger and better events into the heart of Newcastle

Newcastle rocks!

THE 2015 WATSON

Demolition and Earthworks Australian Supermoto Championships staged along the Foreshore of Newcastle Harbour on the weekend of 13 and 14 June was more than a motorcycle race meeting – it proved to be a memorable 'event' in what was surely the most picturesque racing venue in the country.

An estimated 20,000 people witnessed the exciting racing and took in other top level entertainment like Yamaha stunt rider Dave McKenna and the spectacular air display by Red Bull ace Matt Hall in the skies overhead.

The course featured

spectacular backdrops, with the road section within metres of the busy working harbor and the challenging motocross styled dirt section constructed in an amphitheatre underneath the historic Fort Scratchley, looking towards some of the city's iconic landmarks.

As well as motorcycle enthusiasts, among the crowd were many onlookers who would have simply turned out for their regular walks through the city's harbourfront parklands. The free entry, breathtaking action, in such a unique and scenic location proved a winning combination.

The premier S2 class was won by visiting English rider Chris Hodgson riding a 'straight out of the box' Husky, ahead of Whitsunday rider Andrew McLeish and another Englishman Lewis Cornish.

McLeish excited the fans by getting the holeshot in all four rounds, but he won only the last one. Hodgson made his only mistake of the weekend with a heavy spill at a very tight chicane from which he recovered to finish fourth in the race.

In S1 it was local, sponsor and track builder, Aaron Watson, who went one better than the runner-up finish for the past two years by winning

all rounds ahead of perennial contender Charters Towers clubman Ross Taylor, with Lee Stephens of Cessnock third.

Last year's Junior champion Kye Thomson from North Brisbane stepped up to win the S3 class, also on maximum points, beating now dual womens champion Tayla Jones from the ACT and West Wyalong's Matthew Davies.

Tayla Jones was the only 2014 champion to retain their crown, doing so with a clean-sweep in the Women's ahead of Prue Maeyke (Central Queensland) and Georgia Murray (Whitsunday).

Georgia Murray had also caused a few red faces among



MAIN: Beau Laing goes to extreme lengths and heights to check the time on the Newcastle town hall clock **1**. Visiting UK supermoto champion Grant Hodgson is now also S2 supermoto champion of Australia **2**. Spectators get some luchtime entertainment courtesy of the talented Dave McKenna **3**. The Clubman class is shown the way by one very fast woman in the form of Georgia Murray and her 350 KTM **4**. Not quite a text book landing for Brodie Thackeray **5**. Who wouldn't want to do this on the city foreshore?



the males when she won the Clubman class, for those S2 riders outside the top 28 riders qualifying for the championship proper. Her two round wins got her ahead of Nick Osborne and Brian Little.

Three veteran classes saw no slackening of the intensity on the track, even with clear-cut winners in each class.

Long-time local dirt track star Paul Caslick dominated the Over 45s, beating Steve Coppock and Ward Freeland; S1 placegetter Ross Taylor came up trumps in the 40 to 45 years class, ahead of Darren Webb and Rob Jones; and former motocross star Danny Ham won the 35 to 40 years class beating Brad Trivett and Luke Traill. **PETER BAKER**

2015 AUSTRALIAN SUPERMOTO CHAMPIONSHIP RESULTS

S2 Class	State	Bike
1 Chris Hodgson	(UK)	Husky 450
2 Andrew McLiesh	(Qld)	KTM 450
3 Lewis Cornish	(UK)	TM450
S3 Class	State	Bike
1 Kye Thomson	(Qld)	KX 250
2 Tayla Jones	(ACT)	YZF 250
3 Matt Davies	(NSW)	CRF 250
S1 Class	State	Bike
1 Aaron Watson	(NSW)	KTM 477
2 Ross Taylor	(Qld)	TM 530
3 Lee Stephens	(NSW)	KTM 500
Womens	State	Bike
1 Tayla Jones	(ACT)	YZF 250
2 Prue Maeyke	(Qld)	KX 450
3 Georgia Murray	(Qld)	KTM 350
Vets 35-40	State	Bike
1 Danny Ham	(NSW)	YZF 450
2 Brad Trivett	(NSW)	CRF 450
3 Luke Traill	(NSW)	YZF 500
Vets 40-45	State	Bike
1 Ross Taylor	(Qld)	TM 530
2 Darren Webb	(NSW)	KTM 450
3 Rob Jones	(NSW)	YZF 450
Vets 45-50	State	Bike
1 Paul Caslick	(NSW)	Husky 450
2 Steve Coppock	(NSW)	KTM 450
3 Ward Freeland	(NSW)	Husky 530
Clubman	State	Bike
1 Georgia Murray	(Qld)	KTM 350
2 Nick Osborne	(NSW)	CRF 450
3 Brian Little	(NSW)	CRF 450



briefs

The can-do man

Ask Graeme Boyd how long he has been planning this event and he answers "over 20 years": Boyd has a why-can't-I attitude and his passion for his home city showed as his dream become reality. It would have been easy to stage an event at the out-of-town go-kart track, but no one would have seen it, nor would the city of Newcastle have been showcased in such a spectacular way. He persisted, got the Council on side to present what will hopefully be a forerunner to bigger and better events in the future. Pending the final wash-up with Council and other authorities, Boyd will not rest on his laurels with a round of the Asian Supermoto Championship, and maybe ultimately a round of the World Championship, perhaps not as far-fetched an idea as was thought before the weekend.

Legendary praise

The healthy entry of riders were delighted with the efforts of Boyd, who was quick to praise officials and local sponsors who helped pull it off. Dirt track legend Paul Caslick probably summed up the riders' thoughts.

"That would have been, in atmosphere, the best Australian championship I've ever been to. The location was pristine, surrounded by water and the city. It showcased the sport really well, and it really showed the area is screaming for an event like this".

Skills pay the bills

All supermoto tracks are different but Englishman Chris Hodgson described the Newcastle layout as "absolutely amazing"—it was one that found out the best. The off-road component proved very testing to say the least for those without any motocross background, with Matt Davies being one to acknowledge a lack of jumping skills that didn't help his chances.



Need a hug?

In the Save of the Century, Team Australia came back from this. Team Denmark didn't

Sweden slide to historic victory

A DECADE OF domination of the FIM Speedway World Cup by Poland and Denmark came to an end in this year's final at Vojens, Denmark on 14 June – but it was Sweden and not Australia on top.

Australia qualified for the final by winning their meeting at Kings Lynn on 8 June, but it took until the penultimate heat to wrap it up – Australia (47 points) beating Great Britain (43), USA (22) and Latvia (9).

Nick Morris (12) justified his inclusion alongside regulars Jason Doyle (13), Chris Holder (11) and Troy Batchelor (11).

The Race-Off meeting, also staged at Vojens, was won by Poland (48) from Great Britain (43), USA (22) and Russia (11).

You lookin' at me?
The Aussie team had a look at world glory



All of the Polish team scored double figures, while a 21-point maximum from Tai Woffinden did not receive enough support for the Brits.

The final with the undisputed top four nations was always

going to be close and it took until the last two heats to resolve the outcome.

Two heat wins for Sweden against a break-down and then Danish skipper Niels-Kristian Iversen being excluded for

falling Poland's Przemyslaw Pawlicki in Heat 20 was enough to seal Sweden's first win since 2004.

Sweden (34) edged out Denmark (32) while Pawlicki's beating Chris Holder for second place in the re-run last heat meant Poland (27) beat Australia (26).

Australian team manager Mark Lemon was left to rue his side's result as they fell short of the rostrum. He said: "It was a tough night and we didn't get the rub of the green. There were a couple of decisions by the referee that lacked consistency."

Each of the Aussies won one heat, but seven zeroes in their score chart was too much to overcome.

PETER BAKER



Samurai award

Wagner's taken his considerable talents off to the world stage



RK CHAINS SAMURAI AWARD ROLL OF HONOUR

2014	Aiden Wagner
2013	Matthew Walters
2012	Josh Hook
2011	Mike Jones
2010	Troy Herfoss
2009/10	Not Awarded
2008	Pat Medcalf
2007	Jason O'Halloran
2006	Jamie Stauffer
2005	Mark Aitchison
2004	Adam Fergusson
2003	Kevin Curtain
2002	Shannon Johnson
2001	Josh Brookes
2000	Craig Coxhell
1999	Broc Parkes
1998	Anthony West
1997	Martin Craggill
1996	Mark Willis
1995	Rip Crocker
1994	Anthony Gobert
1993	Troy Corser
1992	Michael O'Connor
1991	Mat Mladin
1990	Daryl Beattie
1989	Rene Bongers
1988	Mick Doohan
1987	Grant Hodson

Wagner is the new Samurai

AIDEN WAGNER HAS become the latest in a long line of Australian road racing talent to win the RK Chains Samurai Award, in recognition of his stunning season in 2014 and of his achievements since. The inaugural prize was won by Grant Hodgson in 1987, and ever since has been awarded annually to an individual voted by a judging panel to be the most promising young

Australian road racer. The award now boasts a roll call which is a who's who of Aussie racing stars over the last three decades. Wagner has just debuted for the Pedercini Kawasaki team in the FIM Superstock 1000 World Cup race at Misano, and intent on forging a career overseas despite some serious setbacks. Although he has quickly found out what a difficult sport it can be after his previous World

Supersport ride evaporated in strange and mysterious circumstances, Wagner has proven he has the skills and talent to make the top grade. A victory in the opening race of this year's Swann Insurance Australasian Superbike Championship on his Superbike debut shocked and delighted the whole ASC paddock, and concreted him as a fitting winner of the RK Chains Samurai Award.

MX

Todd Waters takes World MX podium

THE AUSSIE HUSQVARNA pairing of Todd Waters and Dean Ferris have tasted the highs and the lows of life in the World MX1 Motocross Championship over the last two weeks. Waters (Red Bull Husqvarna Factory Racing) beat tough conditions and thick mud at the Italian MX GP at Maggiora to score his maiden World MX podium with a third overall at round nine on 14 June. The next weekend saw the German MX GP at Teutschenthal, and Waters' luck changed for the worse as a collision in race one relegated him to 16th place. But race two saw Waters bounce back, settling for eighth place.

Dean Ferris (Wilvo Nestaan Husqvarna Factory Racing) had a polar opposite experience, missing the Italian races due to illness, then riding to storming fifth and seventh place finishes in Germany and fifth overall on the day. Both riders are now in the top fifteen in the world rankings, with Waters ninth and Ferris 15th.

The MX1 season, now at the halfway mark, is proving to be a close-run battle, with Romain Febvre (France, Yamaha) at the top on 369pts, from Max Nagl (Germany, Husqvarna) on 360pts and Antonio Cairoli (Italy, KTM) on 352pts.



Italian mud was no impediment to Todd Waters

briefs

Moto Maddy

Victorian Madison Brown (Yamaha) continues to impress in the Women's World Motocross Championship (WMX) with two fifth places at round five in Teutschenthal, Germany. Brown is the reigning Australian WMX champion and is eighth in the world title, despite missing the first two rounds. WA's Jessica Moore (KTM) has also been gaining experience against the world's best female motocrossers, finishing 20th in a field of over 40 riders.

Bayliss back

Troy Bayliss hopes to defend his Australian Dirt Track title at Gunnedah's Balcary Park this weekend (27 and 28 June). Several other champions are entered, so the defence of his Pro 450 and Pro Open classes will not come easy for Bayliss. On-track action starts at 9am each day.

Vale Lisa West

A trust fund has been established to support four year-old Meryn West, whose mother Lisa died during a dirt track meeting at the Nepean Raceway on 14 June. Lisa was attended at the scene by emergency services but sadly passed away from her injuries. Lisa's funeral took place in Lithgow. Donations to Meryn's Trust Fund can be made to BSB: 062 566 Account Number: 10243551 Account: Glen R West.

Champs clash

Speedway World champions Greg Hancock and Nicki Pedersen had a volatile clash during a Swedish League match last week. Pedersen took out Hancock's front wheel as they charged into the back straight, sending the American sprawling, thankfully unhurt. Hancock sprinted the length of the straight to confront Pedersen, taking him clean off his bike with a shoulder tackle. Hancock's teammate Chris Holder was among riders and mechanics who stepped in to separate them. Pedersen was excluded for causing the crash and Hancock fined \$A800. Hancock admitted he lost his temper with a rider who he feels puts rivals at risk. Pedersen has come under fire from fans and riders for his antics, but says he didn't cross the line between hard and dirty. **PB**

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Enduro

Yamaha's Chris Hollis pushed Toby Price the whole way but couldn't convert it to a win



Price adds AORC to Finke success

MOTOREX KTM OFF-ROAD Team's Toby Price has taken the E3 class and overall victory in round 7 and 8 of the 2015 Yamaha Australian Off-Road Championship at Aratula, Queensland on 20-21 June.

Price won despite an ankle injury sustained in his Finke Desert Race victory two weeks earlier, and was pushed hard

throughout by E2 class winner and overall runner up on both days CDR Yamaha's Chris Hollis. Active8 Yamaha squad team mates Josh Green and Beau Ralston took the final overall podium spot on Saturday and Sunday respectively, with Green also taking the E1 class victory on both days.

Yet more silverware went the

way of Yamaha Racing's Tayla Jones, with another win in the AORC Women's class to go with her Finke Desert race 250cc four-stroke second place and Australian Women's Supermoto title, all won over the past fortnight. Jemma Wilson and Emelie Karlsson made it a total Yamaha lockout on the podium, while AORC reigning champion

and Women's Enduro World Championship number three Jessica Gardiner (Sherco) sadly out of action with a broken arm.

Kyogle in New South Wales is the next stop for the AORC series on 25-26 July, when once again it will be a case of who can stop the Price steamroller of success.

Enduro

Birthday wishes come true for Phillips

DEFENDING E3 WORLD Enduro Champion Matthew Phillips (KTM) celebrated his birthday in great style by snatching the round win in Italy last weekend to move to within 16 points of Frenchman Mathias Bellino (Husqvarna) at the head of the championship table. The Tasmanian had to play catch up early on, but turned deteriorating track

conditions in his favour, overhauling Bellino after the second test stage and steadily increasing his gap to finish 34 seconds ahead of his rival.

Following his inspired performance Phillips said, "Winning races on your birthday is a pretty good way to top off a great weekend. I just concentrated on my times, got my nose in front and managed to pull away for the win."

The penultimate round of the Maxxis FIM World Enduro Championship is on 11-12 July at Saint-Hubert in Belgium.



Matt Phillips has got two rounds to reclaim his world championship

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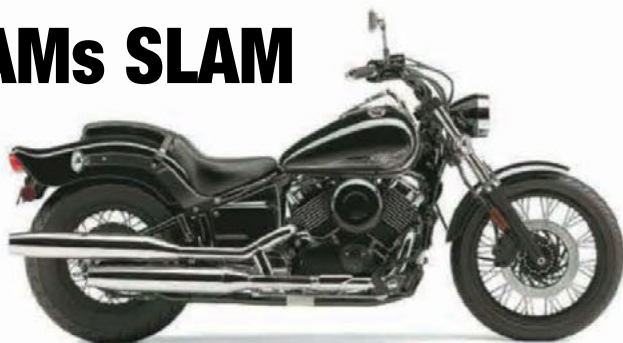
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Where are they now?

Scott Stephens The Taswegian was in the thick of the litre-Superbike revolution

“My leg got jammed under the guy’s muffler”

You come from a fine motorcycle pedigree.

My father Max started a motorcycle workshop in Hobart in the early 50s. He also raced, and when Geoff Duke came out to race at Longford in 1955, my dad had a few scraps with him. Geoff offered to help him in Europe if he could make his way over, so Dad sold his 350 and 500 to a bloke who never came good with the money. He was so devastated that he gave road racing away.

I got my first bike when I was six, an 80cc Suzuki Bear Cat farm bike, and started riding trials. After the 80, I got a Suzuki TC90, then my first real trials bike, a Montesa Cota 123, and won an Aussie Junior Trials title on it. After that I got a TM125, and later a RM125, which I rode to second behind Neil Crompton in the Aussie junior MX titles.

When did you get your first road bike, and how did that lead into racing?

My dad became the Tassie

distributor for Kawasaki, so I got a Z650 in 1977. I wanted to race it, but for four months I’d ride up to watch Wally Campbell and Rob Scolyer to see what lines they took and note their lap times so I had an idea of what I needed to do. I picked it up pretty quick. I raced the Z650 in production, and then fitted a pipe and threw some slicks on it for Improved Production. Around 1980 the Superbike class was re-ignited by the launch of the NGK Superbike series in Victoria. I found myself on the Ansett Kawasaki powered by a MKII Z1000 engine built by drag man Peter Van Meures. In those early days it was Ajay (Johnson) on the Syndicate Kawasaki, Robbie (Phillis) on the Malvern Motorcycles Superbike then the Mick Hone Suzuki, and Mick Cole and Dennis Neill on the factory Hondas. I was able to run at the pointy end, and we all won at various times. Ajay was pretty wild, and Dennis was a more intelligent version of Ajay.

I remember one time Dennis came up to me and said, “I’ve seen how fast you can go around that corner. I reckon I can go a bit faster. I may get a bit out of shape and I’ll need to hang on, but I think it’s on.” That was the level of science!

You retired in the mid-80s to focus on your new dealership, but you made a painful race comeback 20 years later.

I got into Supermotard in 2004. Bert Flood was building some WR Yamahas and I got involved. I was at the big Motard meeting held around the Sydney Tennis Centre, and bumped into Paul Feeney. He and I raced together and have always been mates.

He had his team of Huskies and offered me a ride. We won most of our events, but then at the night race at Toowoomba I reckon my middle-age night vision caught me out when I went for a pass I shouldn’t have, and my leg got jammed under the guy’s muffler. It smashed my tibia plateau below the knee pretty badly. The initial prognosis at Toowoomba

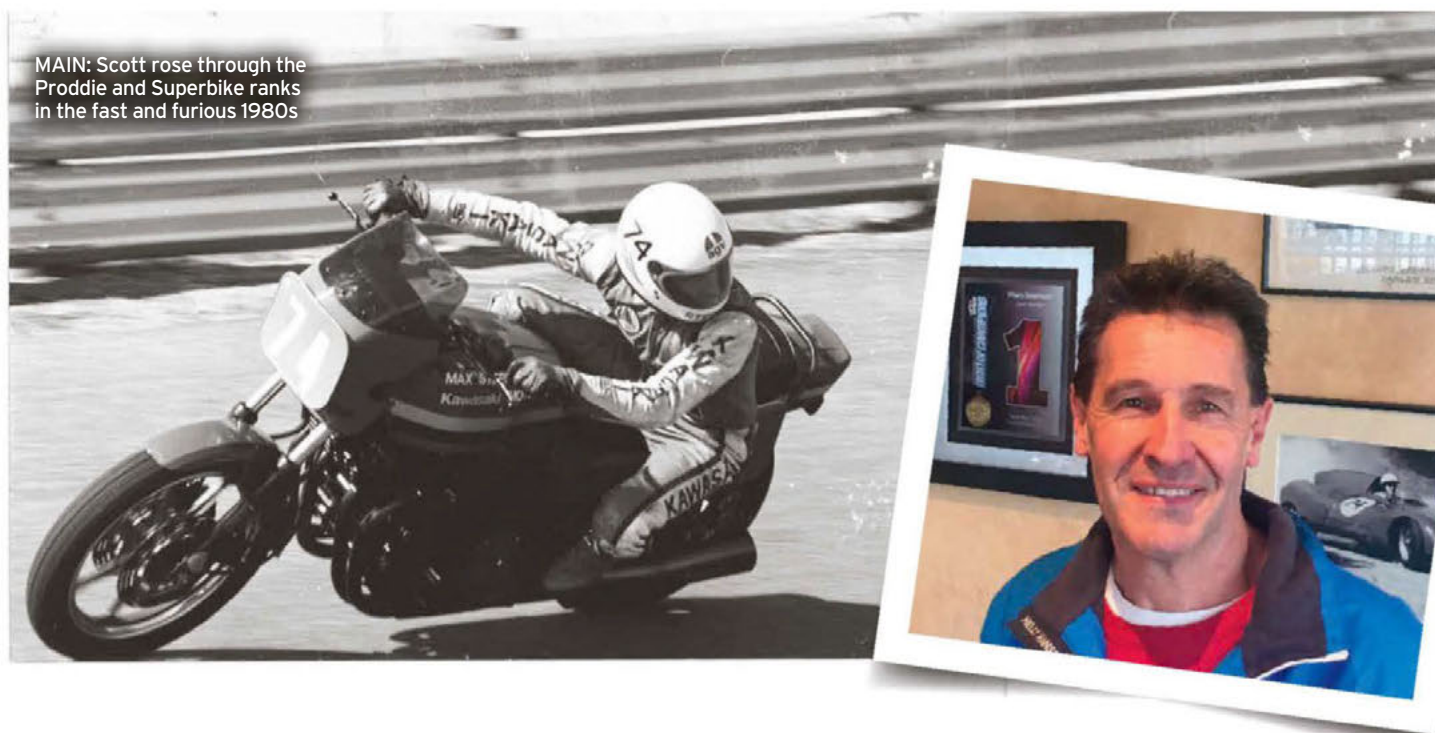
hospital was that they might have to amputate. But after I got onto Robbie and Magee, I went down to Melbourne and it was sorted, but it took seven months to get my leg strength back. Nowadays I’m happy selling cars at Scott Stephens Motors in South Yarra and competing in trials with my 18-year-old daughter Hilary.

Is the story about you fanging a BMW rent-a-car around the MX track at Oran Park true?

I’m a responsible father now... but that was the weekend when Mick Doohan did the WSBK double (in 1988). Scott Goodman was sponsoring James Knight at the time, and he was always on about his wild times in rent-a-cars so I said, “Okay, give me the keys to your Beemer convertible.” James hopped in and I took it onto the MX track. I think we cleared the doubles, and by the time we got it back Scott couldn’t close the driver’s door. He had to a bit of explaining to do back at Sydney airport.

DARRYL FLACK

MAIN: Scott rose through the Proddie and Superbike ranks in the fast and furious 1980s





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One eye on the past and the other one closed to present-day problems?

Casey Stoner & Shuhei Nakamoto

AMCN talked to Stoner and HRC boss Shuhei Nakamoto about the Marquez situation.

THE MAGIC HAS gone, and Marc Marquez has won just one of the seven races in 2015, a stark contrast to his 13 wins of 2014. With unshakeable confidence, Marquez did amazing things with the RC213V's braking stability on lean angle in 2014. In a bid to boost his primary strength – stable and precise braking – it seems Honda has a too-rigid front end in the 2015 chassis. The imbalance has impacted rear grip and Marc is contemplating a return to his less-stiff 2014 chassis for the Dutch TT.

Honda's 2011 world champ Casey Stoner, who tested Marquez's 2015 RC213V at Sepang in February, reckons chassis balance is key. AMCN talked to Stoner and HRC boss Shuhei Nakamoto about the Marquez situation.

What is Marquez's great strength as a rider?

Stoner: The front is Marc's real strong point, and how deep he can brake into the corner. And

when he loses it he catches it very quickly, it shows up in the data how fast his reactions are. Marc is incredibly talented at that last point of feel when the bike is virtually crashing. He catches it early and he often rides on that thin edge. I was able to do that but I didn't like to go all the way to the edge – it is very easy to step over it. Marc can ride to the edge, especially on the front, but not so much the rear.

There's currently a few issues with Marc, what's your opinion on it?

Stoner: In 2014 Marc had a lot of confidence and he was untouchable for two-thirds of the season.

This year others are more prepared and have come out firing against Marc. This, and going in the wrong direction with the chassis, has lost some of the feeling at the front. Marc is always on the fine edge where he will save 10 moments but on the 11th, the bike is gone.

Marquez says a too-aggressive engine is central to his grip issues

Stoner: If you don't have grip in a chassis, any engine is going to feel aggressive. When I went to Honda (from Ducati) there were complaints about the engine being aggressive. When I first tested the Honda I couldn't believe how smooth it was, like silk. It was beautiful to ride. If you have a chassis that creates grip then the engine doesn't matter much.

The 1000s are a lot smoother than the 800cc motors, so if they are complaining about an aggressive engine they should try an 800. With electronics now, you can smooth out engine character with changes to the mapping, so an aggressive engine is only a tiny part of the problem. They are focussing too much on that, they are playing to Marc's strengths not his weaknesses. This is maybe creating issues in other areas. If there is no grip in the rear because everything is about the front-

end then of course the engine will feel aggressive. A bike with more balance will be easier to ride.

For you to race now with the Marquez-spec chassis, is it too stiff at the front?

Stoner: My strong point wasn't late braking so I don't believe I am able to get the most out of Marc's chassis. I could brake late but I wasn't one of the demon later brakings of the MotoGP paddock.

With the RC213V, is it only the aggressive engine or do see other issues?

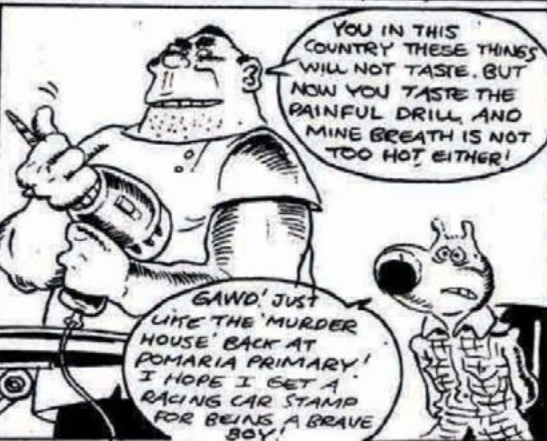
Nakamoto: The riders are now saying is that there is too much braking stability, so we have to find this balance in the chassis and set-up.

Do both HRC riders have the same equipment?

Nakamoto: "Marc and Dani (Pedrosa) ride different-spec chassis. The choice of chassis and set-up is rider preference."

"They are playing to Marc's strengths, not his weaknesses"

FRED THE KIWI SECRET AGENT



Australian Motorcycle News road test photographs are posed for by skilled, professional riders under controlled circumstances. Attempting to imitate their actions may be dangerous. Australian Motorcycle News supports and endorses rider training and wearing protective riding gear. Because sometimes, some things are just cursed. Take the KTM 1190 Adventure R on our recent 11-bike group test for example. First we lost the key and had to get the spare key couriered to Gassit HQ to make the leaving time. Then, while we didn't realise it at the time, the spare key wasn't coded correctly so it wasn't talking to the ECU and the bike assumed it had been stolen so refused to start. The good guys at KTM flew in from Finke to get it fixed, loaded into a van and drove it three hours to meet us at on location in time for the shoot - probably shouldn't have bothered, cos some bloke crashed it on the way home.



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